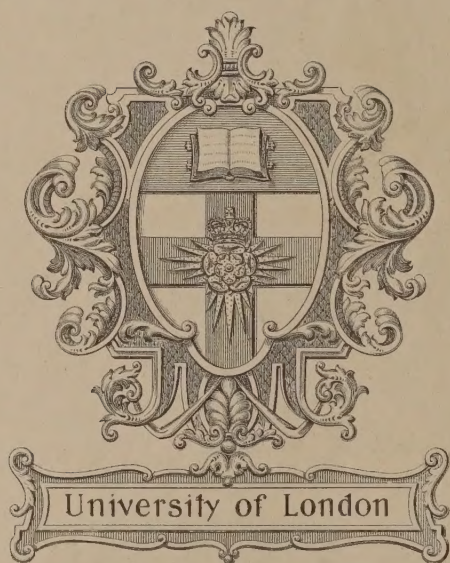
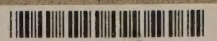
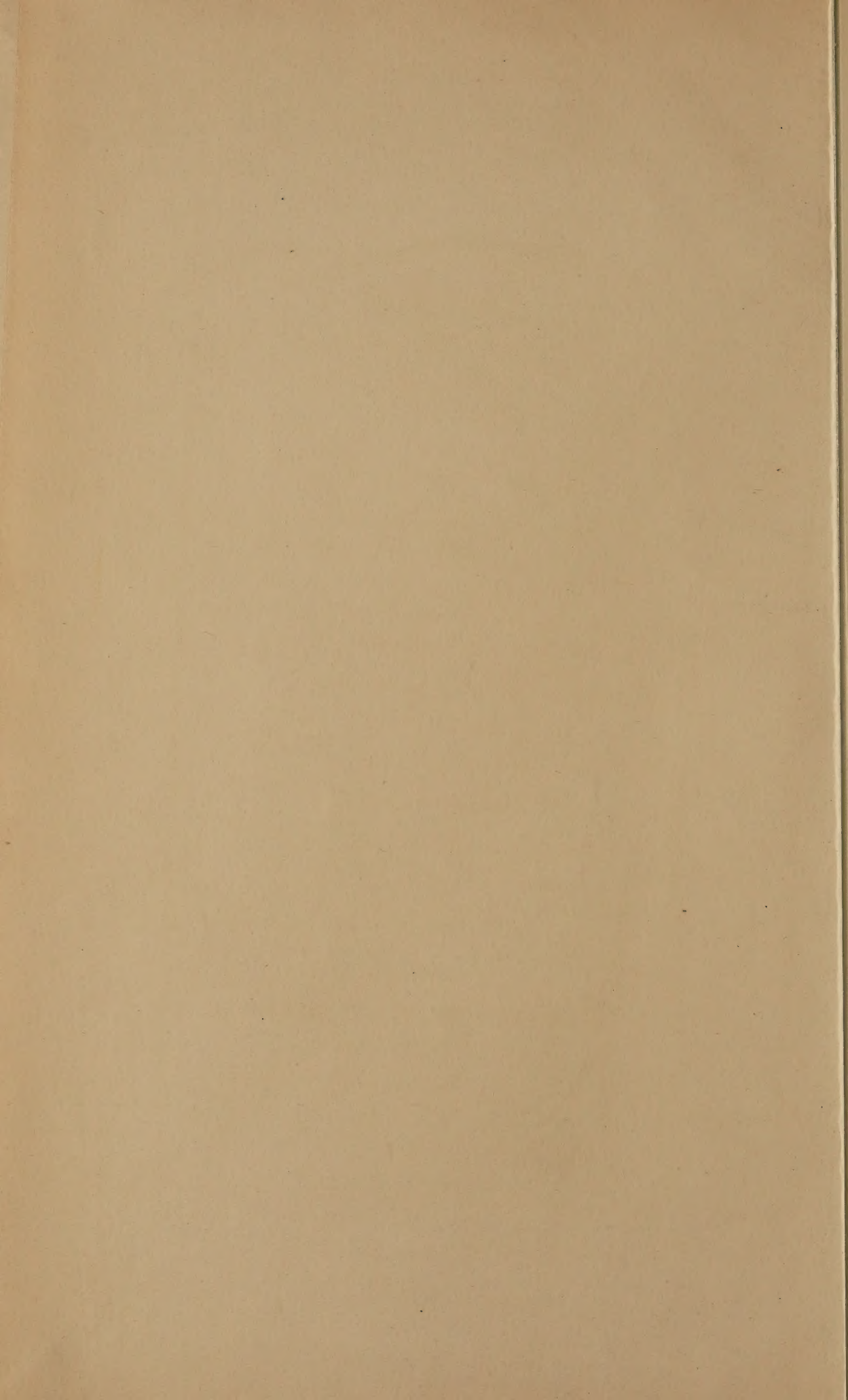






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ACCOUNTS AND PAPERS:

TWENTY-NINE VOLUMES.

— (20.) —

RAILWAYS.

ACCIDENTS, TRAFFIC, &c. (GENERAL RETURN);
ACCIDENTS (INSPECTING OFFICERS' REPORTS);
REPORT BY THE BOARD OF TRADE
UNDER RAILWAYS COMPANIES POWERS ACT (1864), &c.

RAILWAY AND CANAL, &c. BILLS;
REPORTS FROM THE
BOARD OF TRADE ON BILLS OF THE SESSION.

Session

7 February — 6 July 1865.

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1865.

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RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 8 February 1865;

"THAT there be laid before this House (in continuation of Parliamentary Paper, No. 20, of Session 1864):

I.

"RETURN by the BOARD of TRADE of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the Railways open for Traffic in *England and Wales, Scotland, and Ireland* respectively, during the Year ended the 31st December 1864:"

II.

"RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in *England and Wales, Scotland, and Ireland*, showing the TRAFFIC upon their respective Railways, in Passengers and Goods, during the Year ended 31st December 1864, and setting forth the several Particulars mentioned in the annexed Form, viz.:

Length of Line Open on 31st December 1864.			PASSENGER TRAFFIC.							GOODS TRAFFIC.					NUMBER OF TRAINS RUN.							
Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.		MINERALS.			General Merchandise.	Passenger Trains.	Goods Trains.	TOTAL.			
M.	M.	M.	1st Class.	2d Class.	3d Class, including Parliamentary.	TOTAL PASSEN- GERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.					TOTAL.	Tons.	Tons.
								No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.					
NO. OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.				RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.					TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.			
By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EXPRESS.	RECEIPTS FROM PASSENGERS.							TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., con- veyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passen- ger Traffic.	Live Stock.	MINERALS.				
			1st Class.	2d Class.	3d Class or Parliamen- tary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class, including Par- liamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.		TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.
			d.	d.	d.	d.	d.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.		

III.

"RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in *England and Wales, Scotland, and Ireland*, of their respective WORKING EXPENDITURE during the Year ended 31st December 1864, showing the Length of Line open at that Period, and divided under the following Heads, viz. :—

Maintenance and Renewal of Way and Works;
Locomotive Power (including Stationary Engines);
Repairs and Renewals of Carriages and Waggon; Traffic Charges (Coaching and Merchandise);
Rates and Taxes;
Government Duty;

Compensation for Personal Injury, &c.;
Compensation for Damage and Loss of Goods.
Legal and Parliamentary Expenses;
Miscellaneous Working Expenditure, not included in the foregoing;
Total Working Expenditure : "

"And, of the whole of the Rolling Stock of the several Railway Companies, and other Proprietors of Railways, divided under the following Heads, viz. :—

Locomotives;
Carriages used for the Conveyance of Passengers only;
Other Vehicles attached to Passenger Trains;
Waggon of all Kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise;

Any other Carriages or Waggon used on the Railway not included in the preceding Columns;
Total of the Five preceding Columns : "

IV.

"RETURNS by the several RAILWAY COMPANIES of their Authorised SHARE and LOAN CAPITAL, and of the Sums received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1864, specifying the Rate per Cent. of the Dividends for the Year 1864 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1864, classified according to the several Rates per Cent. of Interest; and the Capital authorised, and Capital paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to or Worked by the Subscribing Company, or are Independent : "

"And, of any Amalgamation, Working Arrangement, or Sale or Lease of their Undertaking carried into effect by them during the year 1864, under the authority of an Act of Parliament."

Board of Trade, 1865.

W. D. FANE.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
4 July 1865.

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PART I.

A C C I D E N T S.

RETURN by the Board of Trade, of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England* and *Wales, Scotland* and *Ireland* respectively, during the Year ended the 31st day of December 1864.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England and Wales, Scotland, and Ireland* respectively, from the 1st of January to the 31st of December 1864.

ENGLAND AND WALES.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864: 6 Feb.	Aberystwith and Welsh Coast.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's servant killed whilst incautiously shunting waggons.
1 May	Birkenhead	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Birkenhead fell under carriages when opening door of a carriage whilst the train was in motion, and was killed.
12 Aug.	Blyth and Tyne	-	-	3	-	-	-	-	-	-	-	-	-	-	-	Collision. Passenger train ran into a ballast train which was standing on the main line, near the Gosforth Station; three passengers very slightly injured.
7 Jan.	Bristol and Exeter	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Third class passenger killed in attempting to get into a train in motion, at the Taunton Station.
7 June	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a private level crossing, between Durston and Bridgwater.
30 July	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Express passenger train left the rails when passing over switches at the Junction at Cowley Bridge. No person injured.
4 Aug.	- ditto -	-	-	6	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train, near Cowley Bridge. Six passengers injured.
10 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Suicide. A woman placed herself across the rails in front of an approaching train, and was run over and killed.
12 Oct.	- ditto -	-	-	3	-	-	-	-	-	-	-	-	-	-	-	Collision. Passenger train ran into a cattle train which was standing at Pyle Hill cattle siding. Three passengers slightly injured.
11 Nov.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Stoke Common Station.
28 Jan.	Cornwall	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion.
18 July	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed, on the Ford Lake Viaduct.
12 Feb.	Great Eastern	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tire of a wheel of the guard's break van of a passenger train broke, near the Mellis Station, throwing the van and next carriage off the rails. No person injured.
13 July	- ditto -	-	-	10	-	1	1	-	-	-	-	-	-	-	-	Passenger train got off the rails near Bradfield Station, on the Harwich Branch. Fireman killed, and 10 passengers and the head guard injured.
4 May	Great Northern	-	1	2	-	-	-	-	-	-	-	-	-	-	-	Last carriage of a passenger train thrown off the rails when crossing points at the Welwyn Junction, in consequence of the catch of the lever forming the handle which turns the points having been pulled off before the last carriage had passed over the points. One passenger killed, and two slightly injured.
9 Sept.	- ditto -	-	-	22	-	-	-	-	-	-	-	-	-	-	-	Collision at Wortley Junction, between a Great Northern passenger train, from Leeds to Bradford, and a West Yorkshire coal train, from Bradford to Wakefield. Twenty-two passengers injured.
14 Sept.	- ditto -	-	-	12	-	-	-	-	-	-	-	-	-	-	-	Collision on the Leeds, Bradford, and Halifax Junction Railway, worked by the Great Northern Railway Company. A Lancashire and Yorkshire train of empty carriages ran into two Great Northern carriages, which were standing without lamps on at Laister Dyke. Twelve passengers injured.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864: 7 Oct.	Great Northern—cont ^d .	-	14	-	-	-	1	-	-	-	-	-	-	-	-	Collision at the Welwyn Station, between a Midland passenger train and a Great Northern goods train. Fourteen passengers and guard injured.
18 Oct.	- ditto - - -	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Collision at Grantham Station between two goods trains. Fireman killed and driver injured.
14 Nov.	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a coal train at Biggleswade. Four passengers injured.
20 Feb.	Great Western	-	3	-	-	-	2	-	-	-	-	-	-	-	-	Collision near Hartlebury Junction. The 6.15 p.m. express passenger train from London ran into a preceding goods train, the engine of which had failed. Three passengers and the driver and guard of the express injured. The Company state that the collision would not have taken place had the guard of the goods train gone back far enough to warn the express.
8 March.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near the Worcester Station.
7 April.	- ditto - - -	-	2	-	-	-	2	-	-	-	-	-	-	-	-	Passenger train got off the line near the Pershore Station. Two passengers, the engine driver and guard injured.
8 April.	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Droitwich Station between a Great Western passenger train and some Midland goods waggons which were being shunted. One passenger slightly injured.
14 April.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Bradford.
17 April.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Suicide. A man in a state of temporary insanity laid himself across the rails in front of an approaching train.
22 April.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed from his own want of caution.
5 May.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard of a goods train fell off whilst forming the train at Newton, and was run over and killed.
8 May.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (a sailor) jumped out of the train in motion after his hat, and was run over and killed.
10 Aug.	- ditto - - -	-	60	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Priestfield Station between a passenger train and a goods train; 60 passengers slightly bruised and shaken.
23 Aug.	- ditto - - -	-	30	-	-	-	2	-	-	-	-	-	-	-	-	Collision at Pontypool-road Station between a passenger excursion train and a coal train. Thirty passengers and guard and stoker injured.
31 Aug.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tire of a driving wheel of engine of a passenger train broke near Kidderminster. Neither engine nor carriages left the rails. No person injured.
6 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Mountain Ash.
28 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Wednesbury.
5 Nov.	- ditto - - -	-	19	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A Midland passenger train ran into a Great Western passenger train near the Norton Junction on the Great Western Railway. Nineteen passengers injured.
26 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at the Pontypool Station.
28 Nov.	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A passenger train ran into a wagon which had been blown on to the main line from a cattle siding near the South Wales Union Junction. Three passengers injured.
15 Dec.	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Pangbourne Station between a passenger train and a luggage train. Driver of passenger train slightly injured.
22 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Slough Station between a parcels train and a goods train. No person injured.
10 July.	Hammersmith and City Extension.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine driver, incautiously leaning over the side of his engine, came in contact with a signal post near Shepherd's Bush, and was killed.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Control.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from Causes be- yond their own Control.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864 : 15 Sept.	Hull and Hornsea	-	-	-	1	-	-	-	-	-	-	-	-	-	-	A female passenger attempting to get into a train in motion at the Hornsea Station fell between the train and the platform, and one of the carriages passed over and broke her leg.
5 April	Lancashire and York- shire.	-	1	-	-	-	3	-	-	-	-	-	-	-	-	Passenger train got off the line near the Castleford Station; one passenger had his thigh broken, fireman had his legs broken, and the driver and guard received injuries.
21 June	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A passenger train approaching the Bamber Bridge Station came into collision with an engine which was shunting coal waggons. Two passengers slightly injured.
5 April	Llanelly Railway and Dock.	-	-	-	-	-	-	-	-	-	-	-	-	1	-	A boy aged 12 years fell under an engine in motion whilst he was handing the stoker his dinner, and was run over and killed.
8 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed whilst incautiously shunting waggons.
26 Jan.	Llynvi Valley	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in Company's service run over and killed in attempting to get upon a goods train in motion.
16 Jan.	London and Blackwall	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed whilst incautiously standing on the line.
22 Mar.	London and North Western.	-	15	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at Vauxhall near Birmingham. Fifteen passengers injured.
27 May	- ditto - - -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A passenger train ran into a goods train which was engaged in shunting operations at Runcorn Gap. Eight passengers injured.
30 May	- ditto - - -	-	-	-	-	-	2	-	-	-	-	-	-	-	-	The boiler of an engine of a passenger train exploded at the Overton Station. Driver and fireman very slightly injured.
10 June	- ditto - - -	-	30	-	-	-	-	-	-	-	-	-	-	-	-	Collision on the London and North Western viaduct near London Road, Birmingham, between a goods train and a passenger train belonging to the Midland Railway Company. Thirty passengers injured.
5 Sept.	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Portion of the 6 p.m. passenger train from London thrown off the rails at New Street Station, Birmingham, by the connecting rod of points breaking whilst the train was passing through. Two passengers slightly injured.
13 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Levenshulme Station.
25 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Furness Vale Station.
17 Nov.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger attempting to leave a train in motion at the Victoria Station, Manchester, fell, and was run over and killed.
25 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Chester.
3 Dec.	- ditto - - -	1	1	-	-	-	-	-	-	-	-	-	-	-	-	Two passengers standing on the platform at the Dentin Station were forced on the rails by the pressure of the crowd on the platform, and were run over by a train; one was killed and the other seriously injured. The Company state that the accident occurred from causes beyond the control of the sufferers.
9 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the Iron Bridge level crossing between Batley and Morley Tunnel.
31 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Hope Station.
2 Jan.	London and South Western.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed at the Yeovil Junction Station from his own want of caution.
11 Jan.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter severely injured in getting out of a train in motion at the Botley Station.
11 Jan.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion at the Morlake Station.
5 Mar.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Lad in charge of book stall at Putney Station run over and killed whilst incautiously crossing the line.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Con- trol.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from Causes be- yond the ir own Con- trol.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864: 12 Mar. -	London and South Western—continued.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gateman at Southampton run over and killed whilst incautiously standing on the line.
18 March -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Boy run over and killed whilst crossing from one platform to the other at the Surbiton Station.
14 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Surbiton Station between a train from the Woking Necropolis (no passen- gers in it) and a horse box which was standing on the line: three horses killed; some part of the train or horse box coming in contact with the pillars sup- porting the roof, caused it to fall upon the platform.
18 April -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion at the Templecombe Station.
27 April -	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Tailrope used in shunting goods train at Gosport, broke, injuring a porter's foot so severely as to require amputation.
29 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Carrier, who had some goods at the Ports- mouth Station, crushed to death between the buffers of waggons which were being shunted.
30 April -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed at Guildford Station in attempting to get into a train in motion.
25 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Suicide at Esher Station. Run over by train. Temporary insanity.
31 May -	- ditto - - -	-	7	-	-	1	-	-	-	-	-	-	-	-	-	Collision at the Barnes Junction between two passenger trains proceeding in oppo- site directions. Seven passengers and a guard injured.
7 June -	- ditto - - -	7	112	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Egham Station from one passenger train overtaking and running into another. Seven passengers killed and 112 injured.
9 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Richmond and Twickenham.
11 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Trespasser, suicide, run over and killed at Fareham.
23 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed whilst cross- ing the line at the Richmond Station.
6 July -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Wilmot Level Cross- ing, near Isleworth Station.
23 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman at Nine Elms Junction run over and killed from his own want of caution.
10 Oct. -	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Godalming Junction between an up and down passenger train; four passengers injured.
11 Oct. -	- ditto - - -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Putney Station between a pas- senger train and a goods train which was standing at the station; eight passengers injured.
14 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Suicide. A man of unsound mind placed himself on the rails, and was run over and killed.
23 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard run over whilst incautiously crossing the line at Waterloo Station. Both legs amputated; died subsequently.
5 Dec. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	A porter, acting as guard, fell under the wheels in attempting to get into the break van at Bishopstoke. Both legs and one arm run over; much injured.
9 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed whilst incau- tiously walking along the line between Staines and Egham.
24 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard fell between platform and waggons at Basingstoke Station, and was run over and killed.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864:																
24 Dec.	London and South-Western—continued.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed whilst incautiously crossing the railway at the Richmond Station.
29 Oct.	London, Brighton, and South Coast.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (a lady) run over and killed at the Horley Station in endeavouring to get into a train in motion.
5 Dec.	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger getting out of a train at Brighton fell and broke his leg. The Company state that the train was not in motion at the time.
12 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near the Greenwich viaduct.
26 Dec.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger incautiously standing on the line close to the rails at the Balham Station struck by a train proceeding from Croydon to the Victoria Station and killed.
26 Sept.	London, Chatham and Dover.	-	1	-	-	-	3	-	-	-	-	-	-	-	-	Engine of the 7.30 a.m. down boat express train, after passing the Penge Station, ran off the rails and down the embankment, carrying with it a second-class carriage. A gas fitter in the service of the Company had a leg broken, and the driver and fireman were slightly injured. One passenger also very slightly injured.
25 March.	Manchester South Junction and Altrincham.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A female passenger fell, or was pushed off the platform by the crowd of other passengers, and was run over and killed.
6 Aug.	- ditto - - -	-	28	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Old Trafford Station between a passenger train and a goods train. 28 passengers injured.
2 Sept.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed whilst incautiously shunting his train at the Oxford Road Station, Manchester.
7 Sept.	- ditto - - -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Coupling of engine became unhooked whilst shunting a passenger train into a siding at the Altrincham Station for the purpose of attaching additional carriages. The train ran back into the siding without the engine and came into collision with some empty carriages standing in the siding. Eight passengers injured.
8 Jan.	Midland - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion at the Armley Station.
9 Jan.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard of a goods train which had been brought to a stand between Rawmarsh and Masborough Station run over and killed by a train on the other line.
9 Jan.	- ditto - - -	-	-	-	-	-	5	-	-	-	-	-	-	-	-	A following passenger train came into collision with the goods train. Five post office servants injured.
11 Jan.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the Thwaites Occupation Level Crossing.
13 Jan.	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A passenger train from Colne, and another from Leeds, came into slight collision at the Bradford Station. Four passengers were bruised or cut but not seriously.
7 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the Thwaites Occupation Level Crossing.
1 March.	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Wheel tyre of a third-class carriage in a passenger train broke in the tunnel between Barnet and Colney Hatch, knocking in part of the bottom of the carriage. Three passengers in the carriage were injured.
2 March.	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	1	-	Collision from one goods train overtaking another during a thick fog near Dunhamstead Station. A cattle drover who was riding in the guard's van of the first train was killed and the guard injured.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864: 5 Mar. -	Midland—continued.	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A passenger train came into collision with some waggons which were being shunted into a private siding near Sheffield; three passengers very slightly injured.
13 April -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train got off the rails when passing through the Newlay Station; no person injured. The Company state that the accident could only have happened from some obstacles having been placed on the rails, the rails and engine being in perfect order.
14 April -	ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a portion of a passenger train standing on the curve at Trent Station and the engine, in consequence of neglect of signals by driver. One passenger injured.
5 May -	ditto - - -	-	-	-	-	1	1	-	-	-	-	-	-	-	1	Boiler of engine of a goods train exploded at the Colne Station. The driver was killed and the fireman injured. A fragment of the engine fell through the roof of a cottage a quarter of a mile off and injured a woman.
9 May -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed while crossing the railway at Cowfield private level crossing.
12 May -	ditto - - -	-	10	-	-	-	1	-	-	-	-	-	-	-	-	Collision at the Nottingham Station between a passenger train and a shunting engine which had been allowed to run foul of the main line. Ten passengers and the guard injured.
18 May -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Child aged six years run over and killed at a bye path level crossing near Lancaster.
31 May -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Platelay run over and killed whilst incautiously crossing the line.
1 June -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously crossing the line.
28 June -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of the Butterly Colliery Company struck by an engine and killed at the Upper Birchwood Colliery siding from his own want of caution.
12 July -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (a boy) leaning out of the window of a carriage whilst the train was in motion, the door gave way and he fell out and was killed.
27 Aug. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A goods train about to shunt was turned into the down line instead of the siding, and came into collision with another goods train; some of the waggons were thrown against and overturned the Post-office van in the mail train which had just arrived. No person injured.
8 Oct. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train and killed near Defford.
8 Oct. -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person attempting to cross at the Duddes-ton Gates level crossing was run over and killed.
4 Nov. -	ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Water-lane Junction between a North Eastern passenger train and a Midland goods train. One passenger injured.
8 Dec. -	ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a Manchester, Sheffield, and Lincolnshire passenger train which was leaving the Doncaster Station, and a Midland engine which was being backed from the turn-table to be attached to its train; two passengers injured.
12 Mar. -	Maryport and Carlisle	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed whilst incautiously crossing the line.
7 July -	ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	A third-class passenger injured by jumping from a train in motion.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Con- trol.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from Causes be- yond their own Con- trol.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trea- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864: 30 Nov. -	Maryport and Carlisle —continued	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's labourer run over and killed whilst incautiously walking on the line towards his home.
6 Jan. -	Monmouthshire	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Collision from an up passenger train and a down passenger train meeting on a single line at Cwmbran, the other line being under repair at the time. The driver of the down train injured. The accident is stated by the Company to have occurred in consequence of the driver of the up train neglecting signals.
9 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard of mineral train had his foot crushed whilst incautiously coupling trucks.
26 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Stoker injured by coal trucks whilst incautiously standing on the line.
15 Mar. -	- ditto -	-	1	-	-	-	1	-	-	-	-	-	-	-	-	Collision; a mineral train having come to a stand, owing to the slippery state of the rails on a steep gradient of 1 in 55, between Coedylyric Junction and Pontypool, was overtaken and run into by a passenger train. The collision is stated to have been very slight; guard of passenger train bruised on his hip, and a passenger shaken.
17 Mar. -	- ditto -	-	3	-	-	2	3	-	-	-	-	-	-	-	-	Collision between a passenger train and a mineral train from meeting on the single line between Aberbeeg and Ebbw Vale. Three passengers injured, engine driver and an engine cleaner killed, and three other servants of the Company injured.
28 Mar. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gate-keeper at Cross Keys Station level crossing run over and killed whilst incautiously crossing the line.
3 May -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Child aged four years severely injured by an engine whilst crossing at a footway level crossing.
4 May -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser, child aged six years, injured in attempting to get into a coal waggon at Newport.
24 May -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's servant run over and killed whilst incautiously walking on the line.
27 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Eastern Valleys Line.
8 Oct. -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger incautiously crossing the line at the Pontnewydd Station, was run over and killed.
13 Nov. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser on the Western Valleys Line struck by a train, and severely injured.
1 Dec. -	- ditto -	-	3	-	-	-	3	-	1	-	-	-	-	-	-	Collision. A Great Western passenger train ran into a ballast train which was standing on the Eastern Valleys line, near Cwmbran; one labourer had a leg broken, two others were bruised, three passengers were hurt, the driver of the passenger train was also injured.
3 Dec. -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Guard of mineral train broke his leg in incautiously jumping from his train.
9 May -	Metropolitan	-	1	-	-	-	3	-	-	-	-	-	-	-	-	Boiler of engine of a passenger train belonging to the Great Northern Railway Company exploded at the Bishop's Road Station; driver and fireman injured, and a breaksman and passenger who were on the platform also injured.
26 Jan. -	North Eastern	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Struck by a train at Haughton level crossing, arm broken.
10 Feb. -	- ditto -	2	13	-	-	-	-	-	-	-	-	-	-	-	-	The wire rope of the stationary engine on the Gothland incline of the Whitby branch, by which a passenger train was being raised, broke, and the train running down the incline at great speed, got off the rails; two passengers were killed and 13 injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864:																
12 Feb. -	North Eastern— <i>con- tinued.</i>	-	34	-	-	-	1	-	-	-	-	-	-	-	-	Collision; a coal train ran into a passenger train which was standing at the Springwell station, near Newcastle; 34 passengers and fireman of the passenger train injured.
17 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay on Darlington section run over and killed from his own want of caution.
18 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Darlington line.
25 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed from his own want of caution.
20 April -	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Tire of a wheel of a third-class carriage broke, near Hutton Cranwick, causing the carriage to leave the rails; three passengers jumped out before the train was brought to a stand, and were severely injured, two having broken a leg, and the other cut on the head.
26 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed on the Darlington section.
16 July -	- ditto - - -	-	11	-	-	-	-	-	-	-	-	-	-	-	-	Axle of engine of an express train broke between Darlington and Newcastle, throwing the train off the rails; 11 passengers slightly injured.
16 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed whilst uncoupling waggons in motion.
7 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman killed in attempting to get off a waggon in motion at Middlesboro'.
9 Sept. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	A teamer employed teaming waggons to Middlesboro' Docks, struck by a waggon, from his own want of caution, and had his leg broken.
23 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed whilst incautiously uncoupling goods trucks at Darlington.
26 Sept. -	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision; a passenger train came into collision with the last carriage of a goods train which was shunting into the Hull branch at the Sherburn Junction; four passengers slightly injured.
26 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral guard on Darlington section had his leg and foot hurt whilst incautiously endeavouring to couple a van to a train in motion. Died on 5 October.
5 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral guard fell from a waggon, on the end of which he was incautiously riding, at Middlesboro', on the Darlington line, and was run over and killed.
24 Oct. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman, incautiously greasing a locomotive in motion, near Darlington, fell with his leg on the rail; the engine passing over it rendered amputation necessary.
5 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engineman run over and killed on the Darlington section, near Darlington, in attempting to get upon a coal train in motion.
19 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the Haughton-lane public level crossing on the Darlington section.
1 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Bank rider stumbled, and had his leg broken by the wheels of a waggon passing over it.
13 Feb. -	North Staffordshire	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed whilst incautiously walking on the line.
25 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	A man employed repairing the line struck by an engine and killed, from his own want of caution.
7 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gateman at Newton near Cresswell run over and killed by one train whilst making signals to another.
22 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Stone Station.
27 Dec. -	- ditto - - -	-	4	-	-	-	2	-	-	-	-	-	-	-	-	Collision at Congleton Junction between a London and North Western engine and van returning to Manchester, and a North Stafford engine which was being attached to a passenger train. Four passengers and two servants of Midland Company injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864 :																
10 May -	North Union -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Far- rington and Leyland Station.
10 Sept. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed from his own want of caution.
16 Aug. -	North London -	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Boiler of the engine of a passenger train exploded whilst the train was standing at the Camden Road Station; fireman killed and driver injured.
19 May -	Preston and Wyre -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (excursionist) killed in attempting to get into a train in motion at the Black- pool Station.
5 Mar. -	Saint Helens -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
18 July -	- ditto -	-	-	1	1	-	-	-	-	-	-	-	-	-	-	A female passenger with her child in her arms jumped from a train in motion at the St. Helens Junction Station, and fell between the carriages and the platform; the mother was killed and the child severely injured.
9 Feb. -	Shrewsbury and Here- ford Joint.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper's son run over and killed whilst incautiously crossing the line at Craven Arms.
21 Mar. -	- ditto -	-	5	-	-	-	1	-	-	-	-	-	-	-	-	Collision at the Coleham Junction between a passenger train and an engine which had got foul of the main line; five passengers and guard injured.
27 July -	- ditto -	-	13	-	-	-	4	-	-	-	-	-	-	-	-	Collision near the Dorrington Station, between a passenger train and an engine proceeding from opposite directions on the same line, in consequence of the other line being under repair; 13 passengers and four ser- vants injured.
4 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed at the Shrewsbury General Station from his own want of cau- tion.
30 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer run over and killed at the Con- dover Station whilst incautiously crossing the line.
29 Nov. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Collision between a portion of a goods train which had broken away and a following goods train near Donington; a cattle drover killed.
15 Dec. -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Bars Court level crossing.
4 June -	Shrewsbury and Wel- lington Joint.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Shunter at Wellington in the employment of the London and North Western Railway Company run over and killed from his own want of caution.
26 Nov. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser lying on the railway near Wel- lington Station was run over; died some weeks afterwards.
26 Dec. -	Somerset and Dorset	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper at Horsington Level Crossing, run over and killed from his own want of caution.
8 Sept. -	South Devon -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger fell between the carriages and the platform in getting out of a train in motion at St. Thomas's Station; died a few days afterwards.
11 Nov. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Quarryman run over and killed between Ta- vistock and Horrabridge.
25 Dec. -	- ditto -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Kingsbridge Road Station be- tween a passenger train and a goods train. Two passengers injured.
5 Jan. -	South Eastern -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Lew- isham.
30 Jan. -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the Teston public level crossing.
5 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed in the Blackheath Tunnel from his own want of caution.
26 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer improperly proceeding with a trolly along the line was struck by a train and killed.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864 : 24 Mar. -	South Eastern—contd.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	A little girl 4 or 5 years of age was killed by having her head caught between the gate and the post at St. Dunstan's level crossing. The gateman's attention having been drawn to other children who were riding on the gate.
8 April -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed whilst incautiously walking on the line at the Sparoad Station.
16 April -	- ditto -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Trespasser (suicide) laid his head across the rails in front of an approaching train, and was killed.
30 April -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Cotton Farm private level crossing between Greenhithe and Dartford Station.
5 May -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger incautiously attempting to get into a train in motion at the London Bridge Station fell under the train and was run over and killed.
14 May -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed in attempting to get into a train in motion at the New Cross Station.
28 May -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the Aylesford public road level crossing.
28 May -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company getting off a goods train in motion at the Rye Station fell between the waggons and the platform, and his leg had to be amputated.
3 June -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company crushed to death whilst incautiously cleaning an engine in the Bricklayer's Arms Station.
8 June -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision at the Reading Station of the Reading, Guildford, and Reigate line, between an empty train, which was being shunted, and an engine. No person injured.
24 June -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	A man, whilst unloading timber trucks at the Maidstone Station, was killed in consequence of the crane chain breaking and a piece of timber falling upon him.
24 June -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Watchman in service of the Company run over and killed in the Merstham Tunnel, supposed from his own want of caution.
20 July -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near the Dartford Station.
1 Aug. -	- ditto -	1	7	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A passenger train from Ramsgate ran into, and broke into pieces three passenger carriages which were standing at the Margate Station ready to start for Deal. Of the passengers in those carriages, one was killed and seven were injured.
4 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	A boy in the Company's service killed from being struck by a signal lever at the Charlton Station, from his own want of caution.
10 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near the Tonbridge Station.
14 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed on the Charging Cross section whilst incautiously walking on the line.
7 Sept. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	An engine fire-lighter run over and killed whilst incautiously crossing the line near the Ramsgate Station.
2 Oct. -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger had his foot severely injured in alighting from a train in motion at Cuxton Station.
2 Oct. -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed from attempting to enter a train in motion at Erith Station.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864.																
8 Oct.	South Eastern—con- tinued.	-	-	-	-	-	-	2	-	-	-	-	-	-	-	Two servants of the Company run over and killed whilst incautiously posting bills close to the London Station.
8 Oct.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company knocked down and injured, from his own want of caution, at Reading Station. Toes of left foot cut off, and small bone of right leg broken.
8 Oct.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Switchman at the Goods Yard Junction, Reading, knocked down by an engine, from his own want of caution, on 8th October. Died 10th November.
28 Oct.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed at Tunbridge, whilst attempting to ride on the steps of a carriage in motion.
4 Dec.	- ditto -	-	-	-	-	-	-	-	-	-	-	2	-	-	-	Two girls trespassing on the Line near Folkestone, run over and killed.
16 Dec.	- ditto -	-	30	-	-	7	2	-	-	-	-	-	-	-	-	Collision; a passenger train ran into a ballast train which had become disabled in the Blackheath Tunnel. Thirty passengers injured. Five platelayers, one engine driver and a stoker killed, and the passenger guard and ballast guard injured.
19 Dec.	- ditto -	-	20	-	-	-	3	-	-	-	-	-	-	-	-	Collision, during a dense fog, between a passenger train and an engine near the Surrey Canal Junction on the up-Greenwich Line. 20 passengers injured. The driver, fireman, and another servant of the Company also injured.
21 Dec.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gateman at Erith struck by a train, and killed, from his own want of caution.
19 Jan.	South Yorkshire	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Wath Station Public Level Crossing.
4 April	Swansea Vale	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Ystalyfera Station.
1 Dec.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Coal guard run over and killed whilst incautiously shunting waggons.
4 Nov.	Tenbury	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Slight collision between a passenger train and a goods train which was shunting from a siding at Tenby, during a thick fog. No passenger injured; guard slightly shaken.
10 July	Vale of Neath	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train passing over a pair of points at the Swansea Station, the engine took one side, and the carriages the other, bringing the latter into collision with some trucks standing in a siding. Two passengers slightly injured.
31 July	- ditto -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger knocked down and run over whilst incautiously crossing the line at the Hirwain Station. Hand and foot crushed, and afterwards amputated.
26 Feb.	West Hartlepool Har- bour and Railway.	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Servant of Company accidentally injured, from causes beyond his own control, whilst unloading sleepers from a waggon at West Hartlepool.
23 Feb.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Platelayer run over and severely injured, from his own want of caution.
2 March	- ditto -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Servant of Company, whilst at work at the machinery of an engine, had his foot crushed by the wheels, in consequence of the fireman putting the engine in motion.
5 May	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman fell in attempting to get on a waggon in motion, and had his arm run over and injured.
20 May	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed on the line near Stockton.
3 June	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed, at a private level crossing near Horton Iron Works.

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1864. 19 Aug. -	West Hartlepool Har- bour and Railway— <i>continued.</i>	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Shunter had his leg broken, whilst incau- tiously coupling a waggon to an engine.
27 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard, from his own want of caution, crushed to death between some waggons and a carriage which was being shunted.
3 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Shunter, whilst incautiously shunting wag- gons, was caught between the engine and one of the waggons, and killed.
3 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	1	-	-	Two men trespassing on the line in a state of intoxication were run over. One was killed, the other had his leg taken off.
29 Jan. -	West Durham - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company killed, it is supposed, whilst attempting to put a drag on a mineral waggon.
13 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser injured by a passing train.
20 Apr. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child trespassing, run over and killed.
3 Nov. -	Whitehaven Junction	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine driver, whilst incautiously shunting his train at Workington, fell off; was run over and killed.
22 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Har- rington.
14 May -	Whitehaven and Fur- ness Junction.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near the Drigg Station.
27 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman killed by falling from a truck in motion.
29 Oct. -	West Yorkshire	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between the Gelder Road Bridge and the Beeston Station.
TOTAL for ENGLAND and WALES		12	601	19	6	13	56	62	14	16	1	41	5	5	1	

SCOTLAND.

1864.																
4 Jan. -	Caledonian -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper run over and killed, it is sup- posed, from his own want of caution.
9 Jan. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman fell from a mineral train in mo- tion, and was killed.
13 Jan. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed, from his own want of caution.
30 Jan. -	- ditto -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	A trespasser found dead on the line, having been run over.
5 Feb. -	- ditto -	1	3	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of the last carriage of a passenger train from Glasgow to Green- ock, broke; one passenger killed, and three injured.
4 Mar. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter at Greenock, jumped from a train, and was run over and killed by an engine which was passing at the time.
8 Mar. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Morningside killed by jumping from a goods train in motion.
13 May -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Woman run over and killed at Woodend Level Crossing, near Greenhill.
19 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death whilst incautiously coupling carriages in motion.
22 Sept. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman through want of caution fell from a waggon which was being shunted at Millburn, on the Lesmahagow Branch, and was killed.

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1864.																
1 Oct.	Caledonian—continued.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed whilst incautiously shunting waggons into a siding.
3 Oct.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gateman killed by a passing train at the Blackfaulds Level Crossing, from his own want of caution.
8 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Woman run over and killed at a level crossing near Midcalder.
5 Nov.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman run over and killed from his own want of caution.
10 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Summerlee Level Crossing, near Coatbridge.
10 Dec.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman at St. Rollox Mineral Depôt, run over and killed whilst incautiously standing on the line.
14 Dec.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral breaksman run over and killed whilst incautiously uncoupling waggons near Shieldmoor.
1 Jan.	Edinburgh and Glasgow.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
13 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
16 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
14 Oct.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Surface man run over and killed whilst incautiously working in Bishopbriggs Cutting.
10 Nov.	- ditto - - -	-	16	-	-	-	2	-	-	-	-	-	-	-	-	Collision at the Helensburgh and Sighthill Junction, near Cowlares, between an up passenger train and a portion of a mineral train, during a thick fog. Sixteen passengers, the driver of the mineral train, and the guard of the passenger train injured.
15 Feb.	Glasgow and Paisley Joint.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter incautiously passing between goods waggons, was crushed to death between buffers.
9 March	Great North of Scotland.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger, on the Aberdeen and Turiff Line, killed in attempting to get into a train in motion at the Turiff Station.
25 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser, near Kenneth Mount Station, run over. Arm severed from body.
8 Oct.	Glasgow and South Western.	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a Glasgow and South Western passenger train and a North British engine, near the Carlisle Citadel Station. Two passengers slightly injured.
3 Nov.	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	A slight collision on the Kilmarnock and Troon Branch, between a passenger train and a preceding mineral train. One passenger slightly injured.
5 Aug.	Monkland - - -	-	-	-	-	1	-	-	1	-	-	-	-	-	1	Collision between a train of empty coal waggons and a single engine proceeding in opposite directions upon the single line, near the Binniehill Colliery. An inspector of permanent way killed, and an engine driver and another person who had been improperly permitted to ride on the engine injured.
21 March.	North British - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	The tender and some of the carriages of a passenger train got off the rails near Hilton Junction. No person injured.
20 June	- ditto - - -	-	14	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A passenger train arriving at the Edinburgh Station came into collision with a goods train which was standing at the station. Fourteen passengers injured.
29 Aug.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	A farmer run over and killed whilst crossing the line at a level crossing on his own farm, about two miles from the Ferry Port on Craig Station.

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1864: 17 Dec. -	North British—contd.	-	15	-	-	-	2	-	-	-	-	-	-	-	-	Passenger train ran into the Tayport siding, from points being wrong, and came into collision with a goods engine. Fifteen passengers, engine driver and guard injured.
1 Sept. -	Perth General Station	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a Scottish North Eastern passenger train and some empty carriages, which were being shunted out upon the main line. Three passengers injured.
17 April -	Scottish Central	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Greenloaming and Kinbuck Stations.
20 May -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser on the line at Perth run over and seriously injured.
30 May -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Boy run over and killed at a level crossing (not of a Statute Labour Road) at Powyswood.
9 Nov. -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed in jumping from a carriage in motion on the Inchture Branch.
11 Jan. -	Scottish North Eastern	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Four carriages of a down mail train thrown off the rails by the engine coming in contact with a horse which had strayed upon the line through a gateway at the back of the Meikle Goods Station. No person injured.
15 Mar. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Engine and carriages of a passenger train got off the rails between Stonehaven and Drumlithie Stations. No person injured.
3 May -	- ditto -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision. The 9-20 A.M. down limited train ran into a ballast train near the Stonehaven Station, in consequence of the signalman, who was out protecting the ballast train, not having gone back far enough to warn the mail train. One passenger slightly injured.
2 June -	- ditto -	-	-	-	-	-	-	2	-	-	-	-	-	-	-	Two surface men employed on the line near Luncarty run over and killed by one train whilst avoiding another.
6 June -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Labourer not in service of the Company fell from a waggon which he was unloading in Forfar Goods Station, and was run over and killed.
20 June -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Surfaceman in Company's service run over at Dubton Station, whilst incautiously crossing the line; both legs broken.
28 June -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Dundee Station.
10 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Boy trespassing at Essie Station had one of his legs taken off by a goods train passing over it.
8 Nov. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Surfaceman run over and killed, whilst incautiously walking on the line near the Cove Station.
22 Dec. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Suicide by a man near the Monifieth Station.
16 May -	St. Andrews	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Part of a passenger train, the engine of which was running tender foremost, got off the rails, in consequence of the bad condition of the line. No person injured.
TOTAL for SCOTLAND -		1	55	2	-	1	4	17	2	5	-	7	3	1	1	

IRELAND.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies, or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1864 : 8 Jan. -	Belfast and Northern Counties.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company crushed to death whilst shunting waggons at the Belfast terminus.
5 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed in Belfast Goods Station.
4 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company killed by falling from a train in motion at the Belfast terminus.
9 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer run over and killed whilst incau- tiously shunting a ballast train at Cole- raine.
22 April -	Carrickfergus & Larne	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child run over and killed whilst trespassing.
30 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer on the line run over and killed from his own want of caution.
1 Jan. -	Dublin, Wicklow and Wexford.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman crushed to death whilst incautiously coupling engine and tender.
25 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Kil- loughter station.
18 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard of a goods night train killed by com- ing in contact with the girder of an under bridge whilst he was incautiously standing on the step of his van, leaning out and look- ing along his train. It is stated that the girder stands 4 feet 9 inches from the rail.
28 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman of a goods train crushed to death between buffers, whilst incautiously shunt- ing waggons at the Newcastle station.
22 Feb. -	Great Southern and Western.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in Company's service run over and killed, near Mallow, from his own want of caution.
9 July -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a private level cross- ing of the Killarney Branch.
9 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman near Cork slipped, and was run over and killed.
23 July -	Irish North Western	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Guard killed by his head coming in contact with a telegraph post, near Strabane.
26 Aug. -	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Down-passenger train from Dundalk got off the line about three miles from Bally- bay. Three passengers injured.
4 Nov. -	- ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A special train, with the Cana- dian mail, running into the Londonderry Terminus at too great speed, came into collision with another passenger train which was standing there. Five passen- gers slightly injured.
14 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Strabane.
29 Oct. -	Midland Great Western	2	34	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran off the line, about three miles east of Ballinasloe. Two passengers killed, 34 injured.
4 Feb. -	Ulster - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Third-class passenger severely injured from jumping from a train in motion.
9 Feb. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company injured by falling be- tween platform and an engine in motion.
5 July -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Third-class passenger injured from jumping from a train in motion.
19 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Lunatic committed suicide, by throwing himself in front of an approaching train.
22 Nov. -	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Drawbar of a waggon in a goods train broke on an incline between Beragh and Omagh. The separated portions of the train after- wards came together violently. The driver was slightly injured.
12 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a private level crossing, called Drumnagooon, between Lurgan and Portadown.
24 Nov. -	Waterford & Limerick	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
TOTAL for IRELAND - -		2	42	-	2	1	1	9	1	2	-	6	-	-	-	-

GRAND TOTAL.

	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		TOTAL Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
TOTAL—																
ENGLAND AND WALES	12	601	19	6	13	56	62	14	16	1	41	5	5	1	168	684
SCOTLAND - - -	1	55	2	-	1	4	17	2	5	-	7	3	1	1	34	65
IRELAND - - -	2	42	-	2	1	1	9	1	2	-	6	-	-	-	20	46
GRAND TOTAL - -	15	698	21	8	15	61	88	17	23	1	54	8	6	2	222	795

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in *England* and *Wales*, *Scotland*, and *Ireland* respectively, as reported to this Department, during the Year ended 31st December 1864, together with the Total Number Killed or Injured in the previous Year.

DESCRIPTION of PERSONS.	England and Wales.		Scotland.		Ireland.		TOTAL on all Railways during the Year ended 31st Dec. 1864.		TOTAL in 1863.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers Killed or Injured from causes beyond their own control, viz. :—										
From accidents to trains - - -	11	600	1	55	2	42	14	697	13	400
From other causes beyond their own control	1	1	-	-	-	-	1	1	1	-
TOTAL - - -	12	601	1	55	2	42	15	698	14	400
Passengers Killed or Injured owing to their own misconduct or want of caution - -	19	6	2	-	-	2	21	8	21	1
Total number of passengers Killed or Injured from all causes - - -	31	607	3	55	2	44	36	706	35	401
* Servants of company or of contractors Killed or Injured from causes beyond their own control - - -	13	56	1	4	1	1	15	61	11	44
* Servants of company or of contractors Killed or Injured, owing to their own misconduct or want of caution - - -	62	14	17	2	9	1	88	17	87	14
Other persons crossing at level crossings -	16	1	5	-	2	-	23	1	9	1
Trespassers - - -	37	5	6	3	5	-	48	8	38	7
Suicide - - -	4	-	1	-	1	-	6	-	2	-
Miscellaneous - - -	5	1	1	1	-	-	6	2	2	3
GRAND TOTAL - - -	168	684	34	65	20	46	222	795	184	470
Length of Railway open on the 31st December 1864, and on the 31st December 1863 -	miles. 8,890		miles. 2,105		miles. 1,794		miles. 12,789		miles. 12,322	

* The Return of Accidents to "Servants of Companies or of Contractors" cannot be looked upon as complete, as many Railway Companies, not being required by law to do so, do not report to the Board of Trade every accident which may have occurred to this class of persons.

FURTHER ANALYSIS of the ACCIDENTS during the Year ended 31 December 1864, which have been reported to the Board of Trade, showing the NUMBER of COLLISIONS and other ACCIDENTS to TRAINS in *England and Wales, Scotland, and Ireland* respectively, with the NUMBER of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants.		Total Number of Passengers and Servants and others.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Number of collisions between Passenger Trains - - - - -	7	8	153	-	2	-	-	8	155
Ditto between Passenger Trains and other Trains or Engines - - - - -	37	-	388	9	34	-	-	9	422
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	1	-	2	-	-	-	-	-	2
Passenger Trains or Portions of Trains getting off the Rails - - - - -	8	1	18	1	9	-	-	2	27
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order - - - - -	3	2	24	-	-	-	-	2	24
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	3	-	6	-	-	-	-	-	6
Couplings breaking or becoming unhooked - - - - -	1	-	8	-	-	-	-	-	8
Bursting of the Boilers of Engines of Passenger Trains - - - - -	3	-	1	1	6	-	-	1	7
Trains running into Stations at too great speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	63	11	600	11	51	-	-	22	651
Number of collisions between Goods or Mineral Trains or single Engines - - - - -	7	-	-	1	1	2	-	3	1
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels or machinery of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	1	-	-	1	1	-	1	1	2
TOTAL to Goods and Mineral Trains - - - - -	8	-	-	2	2	2	1	4	3
TOTAL to all Trains - - - - -	71	11	600	13	53	2	1	26	654

SCOTLAND.

Number of collisions between Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Ditto between Passenger Trains and other Trains or Engines - - - - -	6	-	37	-	2	-	-	-	39
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	1	-	15	-	2	-	-	-	17
Passenger Trains or portions of Trains getting off the Rails - - - - -	4	-	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	4	-	-	-	-	-	-	-	-
Axles or Wheels or other Parts of Carriages of Passenger Trains breaking - - - - -	1	1	3	-	-	-	-	1	3
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too great speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	12	1	55	-	4	-	-	1	59
Collisions between Goods or Mineral Trains or Single Engines - - - - -	1	-	-	1	1	-	1	1	2
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - - - -	1	-	-	1	1	-	1	1	2
TOTAL to all Trains - - - - -	13	1	55	1	5	-	1	2	61

IRELAND.

Number of collisions between Passenger Trains - - - - -	1	-	5	-	-	-	-	-	5
Ditto between Passenger Trains and other Trains or Engines - - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - - -	2	2	37	-	-	-	-	2	37
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too high speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	3	2	42	-	-	-	-	2	42
Collisions between Goods or Mineral Trains or single Engines - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	1	-	-	-	1	-	-	-	1
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - - - -	1	-	-	-	1	-	-	-	1
TOTAL to all Trains - - - - -	4	2	42	-	1	-	-	2	43

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in the United Kingdom, and Number of Persons Killed and Injured thereby, during the Year ended 31st December 1864.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants of Companies.		TOTAL NUMBER of Passengers and Servants and others.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Number of Collisions between Passenger Trains -	8	8	158	-	2	-	-	8	160
Ditto - between Passenger Trains and other Trains or Engines - - - - -	43	-	425	9	36	-	-	9	461
Passenger Trains running into Sidings or off their proper line, through Points being wrong -	2	-	17	-	2	-	-	-	19
Passenger Trains or Portions of Trains getting off the Rails - - - - -	14	3	55	1	9	-	-	4	64
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order	3	2	24	-	-	-	-	2	24
Axles or Wheels or other parts of Carriages of Pas- senger Trains breaking - - - - -	4	1	9	-	-	-	-	1	9
Couplings breaking or becoming unhooked - - -	1	-	8	-	-	-	-	-	8
Bursting of the Boilers of Engines of Passenger Trains - - - - -	3	-	1	1	6	-	-	1	7
Trains running into Stations at too great speed -	-	-	-	-	-	-	-	-	-
TOTAL Number of Collisions and other Acci- dents to Passenger Trains - - - }	78	14	697	11	55	-	-	25	752
Collisions between Goods or Mineral Trains or Single Engines - - - - -	8	-	-	2	2	2	1	4	3
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails -	-	-	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	1	-	-	-	1	-	-	-	1
Bursting of the Boilers of Engines of Goods or Mi- neral Trains - - - - -	1	-	-	1	1	-	1	1	2
TOTAL Collisions and other Accidents to Goods and Mineral Trains - - }	10	-	-	3	4	2	2	5	6
GRAND TOTAL to all Trains - -	88	14	697	14	59	2	2	30	758

PART II.

T R A F F I C, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, showing the TRAFFIC upon their respective RAILWAYS in PASSENGERS and GOODS during the YEAR ended 31st December 1864.

THE Traffic Returns, which used formerly to be furnished to the Board of Trade by the several Railway Companies of the United Kingdom, in pursuance of the provisions of the Act 3 & 4 Vict. c. 97., are now obtained under Orders of the two Houses of Parliament.

In order to prevent reduplication in the mileage, each Company was directed, in returning the "Length of Line open," to exclude the length of those lines belonging to other Companies, over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines."

As it had been ascertained that no uniform rule had been adopted in the method of returning the number of passengers conveyed, each Railway Company was requested to count Return Tickets as two passengers, and children as whole passengers.

In order that the average fares per mile might be calculated in an uniform manner, the Companies were instructed to calculate them on the following principle:—"Divide the total obtained by adding together the ordinary fares for the *single* journey from either terminus of the line to every station on the line (including branches) by the total obtained by adding together the distance (in miles) of such terminus from each station."

The same instructions were given in respect of the express average fares for the *single* journey, in which case only the stations at which the express trains stop were to be counted.

All "Steam Boat," "Canal," and "Harbour" expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures in this Return rests upon the different Railway Companies.

ENGLAND AND WALES - - - - -

RETURNS by the several RAILWAY COMPANIES in ENGLAND and WALES, showing the TRAFFIC upon their

NAME OF RAILWAY COMPANY.	Length of Line open on 31st ember 1863.	PASSENGER TRAFFIC.								GOODS TRAFFIC.										
		Length of Line open on 31st De- ember 1864.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.				LIVE STOCK.			MINERALS.			General Merchandise.	
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
Aberdare - - -	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	
Aberystwith and Welsh Coast - - -	Worked by the Cambrian.																			
Abingdon - - -	Worked by the Great Western.																			
Bedford and Cambridge -	Worked by the London and North-Western.																			
Berks and Hants Ex- tension - - -	Worked by the Great Western.																			
Birkenhead - - -	Vested jointly in the Great Western and London and North-Western.																			
Birmingham, Wolver- hampton, and Stour Valley - - -	Leased to the London and North-Western.																			
Bishops Waltham - - -	Worked by the London and South-Western.																			
Blackpool and Lytham -	8	--	8	8	25,690	-	130,317	156,007	1	-	-	-	112	-	-	-	-	-	-	
Blyth and Tyne - - -	28	21	15	36	20,230	154,758	281,963	456,951	90	-	-	-	281	-	1,500	-	1,860,854	-	1,860,854	25,744
Bodmin and Wadebridge	14	--	14	14	33	1,002	3,442	4,477	-	-	-	-	-	9	9	3	6,078	6,979	13,057	9,688
Bognor - - -	Worked by the London, Brighton, and South Coast.																			
Bourton-on-the-Water -	Worked by the Great Western.																			
Brecon and Merthyr Tydfil Junction - - -	19	--	19	19	3,379	10,710	86,277	100,366	-	-	26	147	1,455	381	7,903	1,555	22,574	-	22,574	14,964
Bridport - - -	Leased to the Great Western.																			
Bristol and Exeter - - (Including the "West Somerset.")	121	75	46	121	170,848	922,812	245,447	1,339,107	311	1,173	4,031	5,007	24,567	106,605	1,286	158,683	-	158,683	205,012	
Bristol and South Wales Union - - -	Worked by the Great Western.																			
Briton Ferry Floating Dock - - -	Worked by the Vale of Neath.																			
Buckinghamshire - - -	Leased to the London and North-Western.																			
Calne - - -	Worked by the Great Western.																			
CAMBRIAN - - -	90	9	88	97	21,216	102,220	413,293	536,729	6	353	826	3,167	12,636	23,634	19,074	300,754	-	300,754	63,309	
Aberystwith and Welsh Coast - - -	22	--	31	31	15,555	61,895	114,294	191,744	2	79	140	1,222	114	1,315	216	19,320	-	19,320	8,225	
Total Cambrian - - -	112	9	119	128	36,771	164,115	527,587	728,473	8	432	966	4,389	12,750	24,949	19,290	320,074	-	320,074	71,534	
Cannock Mineral - - -	Worked by the London and North-Western.																			
Carmarthen and Car- digan - - -	7	--	19	19	5,596	21,150	120,964	147,710	-	-	30	70	201	334	848	4,912	33,015	-	33,015	28,301
Cheshire Midland - - -	13	--	13	13	21,554	17,993	236,559	276,106	15	14	645	751	474	535	1,388	-	-	-	-	27,333
Chester and Holyhead -	See "London and North-Western."																			
Cleveland - - -	Worked by the West Hartlepool.																			
Cockermouth and Work- ington - - -	9	--	9	9	3,843	42,120	27,929	73,892	6	10	20	212	637	6,601	72	171,507	27,244	198,751	19,632	
Colchester, Stour Valley, Sudbury, and Halstead -	Leased to the Great Eastern.																			
Coleford, Monmouth, Usk, and Pontypool - -	Leased to the Great Western.																			
Colne Valley and Hal- stead - - -	19	--	19	19	6,389	17,171	57,897	81,437	2	13	67	223	834	6,889	8,668	22,952	1,890	24,842	17,833	
Conway and Llanrwst -	See "London and North-Western."																			
Conwall - - -	66	4	62	66	44,632	173,992	401,904	620,528	157	258	656	1,883	3,771	12,376	1,404	8,781	45,342	54,123	61,224	
Cowes and Newport - -	5	--	5	5	22,455	85,213	15,371	123,039	-	-	-	-	403	-	-	-	-	-	-	-
Cromford and High Peak	34	3	31	34	Leased to the London and North-Western.															
Dartmouth and Torbay -	Worked by the South Devon.																			
Denbigh, Ruthin, and Corwen - - -	16	--	19	19	7,424	30,365	56,247	94,036	4	23	76	335	1,005	1,992	3,468	6,978	1,099	8,077	7,842	
Dowlais - - -	2	2	--	2	-	-	-	-	-	-	-	-	-	-	-	-	200,549	249,796	450,345	12,411

* Exclusive of 1,104*l.* toll from the "London and South-Western" Railway Company.

ENGLAND AND WALES.

respective RAILWAYS in PASSENGERS and GOODS, during the Year ended 31st December 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.						Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.			
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.	TOTAL.						
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
2,512	-	2,512	37,680	-	37,680	1½	-	1	-	-	803	-	2,475	8	3,286	114	-	3,400	-	-	-	-	-	-	-	-	-	3,400
5,413	15,153	21,566	131,508	293,930	425,438	1·76	1·30	0·89	-	-	1,404	6,651	8,478	248	16,781	620	-	17,401	48	79,960	-	79,960	6,383	86,411	103,812			
555	642	1,197	3,732	6,946	10,678	2·44	1·55	1·08	-	-	2	31	94	-	127	3	-	130	1	642	471	1,113	882	1,996	2,126			
-	-	-	-	-	-	2·11	1·44	0·90	-	-	299	652	3,724	-	4,675	212	37	4,924	156	-	-	2,723	2,723	2,916	5,795	10,719		
4,433	6,817	51,250	815,659	230,022	1,095,681	2·38	1·77	0·99	2·75	1·91	49,884	104,338	37,824	2,316	194,352	23,092	9,828	227,272	5,656	-	-	17,701	17,701	88,683	112,040	339,312*		
7,535	3,273	20,808	335,074	135,595	470,669	2·61	1·80	0·96	-	-	5,644	8,862	17,831	30	32,367	2,823	1,196	36,386	1,073	-	-	21,220	21,220	10,661	32,894	69,280		
7,335	3,273	20,808	335,074	135,595	470,669	2·64	1·89	0·96	-	-	1,471	2,879	4,677	9	9,036	742	471	10,249	30	-	-	1,965	1,965	2,082	4,077	14,826		
7,335	3,273	20,808	335,074	135,595	470,669	-	-	-	-	-	7,415	11,741	22,508	39	44,403	3,565	4,667	46,635	4,403	-	-	23,185	23,185	12,683	36,971	83,606		
4,141	1,264	5,405	23,350	3,264	31,614	2·07	1·49	0·92	-	-	240	433	1,566	-	2,239	156	-	2,395	80	-	-	1,425	1,425	2,011	3,516	5,911		
4,266	678	4,944	54,470	8,698	63,168	2·36	1·63	0·99	-	-	1,231	700	5,867	66	7,864	769	-	8,633	74	-	-	-	-	2,162	2,236	10,869		
4,432	1,872	5,304	30,212	16,848	47,060	2·22	1·47	0·98	-	-	327	1,981	727	21	3,056	182	104	3,342	97	7,764	2,205	9,969	2,217	12,283	15,625			
3,154	-	3,154	60,410	-	60,410	2·87	1·97	0·99	-	-	438	788	2,075	15	3,316	135	15	3,466	115	1,804	-	1,804	3,270	5,189	8,655			
4,200	1,267	5,467	258,042	75,067	333,109	2·57	1·74	1·00	2·87	1·95	9,387	18,324	27,959	686	56,356	7,664	5,287	69,307	809	680	3,191	3,871	16,571	21,251	90,558†			
5,120	-	5,120	23,040	-	23,040	2·66	2·00	0·89	-	-	961	2,811	256	-	4,023	429	23	4,480	-	-	-	-	-	-	-	4,480		
2,687	626	3,313	25,771	4,082	29,853	2·20	1·66	0·99	-	-	406	1,051	1,197	16	2,670	195	10	2,875	46	221	-	221	1,004	1,271	4,146			
-	18,683	18,683	-	37,362	37,362	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,446	1,446	1,446			

† Exclusive of 517. returned as "Sundry Accounts."

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1864.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1863.	Length of Line open on 31st December 1864.				PASSENGER TRAFFIC.							GOODS TRAFFIC.						
		Double.	Single.	TOTAL.		NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.		
						1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.
																	Tons.	Tons.	Tons.
East Grinstead -	-	Leased to the London, Brighton, and South Coast.									No.	No.	No.	No.	No.	No.			
East Lincolnshire -	-	See the "Great Northern."																	
East Somerset -	-	Worked by the Great Western.																	
Ely Valley -	-	Worked by the Great Western.																	
Exeter and Crediton -	-	Leased to the London and South-Western.																	
Exeter and Ermouth -	-	Worked by the London and South-Western.																	
Faringdon -	-	Worked by the Great Western.																	
Festiniog -	-	-	-	13	13	-	-	-	-	-	-	-	-	-	-	-	4,007	70,520	74,527
Fleetwood, Preston, and West Riding Junction -	-	8	1	7	8	3,472	4,038	94,165	101,675	46	7	-	332	317	194	56	49,704	51,344	81,048
Furness -	-	50	31	22	53	37,241	87,946	316,594	441,781	60	108	617	2,758	Numbers not kept.			246,259	797,920	1,044,179
Garston and Liverpool -	-	Included in the Manchester, Sheffield, and Lincolnshire.																	
Gloucester and Dean Forest -	-	Leased to the Great Western.																	
GREAT EASTERN (Including the "Colchester, Stour Valley, Sudbury and Halstead," "Lowestoft," "Northern and Eastern," and "Royston and Hitchin.")	-	665	403	259	662	1,403,856	5,151,267	5,060,198	11,615,321	2,920	2,695	16,283	19,267	274,365	832,135	231,138	760,888	-	760,888
Lynn and Hunstanton -	-	15	-	15	15	11,812	17,908	93,495	123,215	2	43	172	384	1,926	11,434	1,836	4,961	-	4,961
Tendring Hundred -	-	2	-	2	2	1,720	5,349	35,097	42,166	1	2	10	43	12	-	-	3,729	-	3,729
Ware, Hadham, and Buntingford -	-	13	-	13	13	8,337	19,330	39,873	67,540	3	6	75	198	247	4,067	344	7,245	-	7,245
Total Great Eastern -	-	695	403	289	692	1,425,725	5,193,854	5,222,663	11,848,242	2,926	2,746	16,440	19,892	276,550	847,636	233,348	776,848	-	776,848
GREAT NORTHERN (Including the "Boston, Sleaford, and Midland Counties" from 1st July 1864, the "East Lincolnshire," "Leeds, Bradford, and Halifax," and the "Nottingham and Grantham.")	-	387	328	59	387	644,254	2,334,628	2,964,008	5,963,490	3,237	3,737	19,411	21,095	159,398	570,874	124,495	1,758,196	Included in General Merchandise.	1,758,196
Boston, Sleaford, and Midland Counties (To the 30th June.)	-	-	-	-	-	3,810	21,105	38,261	63,176	30	40	160	264	1,543	15,358	1,526	23,623		23,623
Horncastle -	-	8	-	8	8	5,355	22,785	35,256	63,396	30	70	1,424	439	6,337	22,008	1,134	13,432		13,432
Norwich and Spalding	-	16	-	16	16	4,734	26,253	67,851	98,838	17	39	128	454	7,781	23,031	7,164	14,780		14,780
Ramsey -	-	6	-	6	6	846	8,969	12,198	22,013	-	10	43	38	263	770	2,106	1,967		1,967
Stamford and EsSENDINE -	-	4	4	-	4	6,798	31,914	41,515	80,227	-	107	352	272	2,282	11,400	4,315	2,874		2,874
West Yorkshire -	-	12	10	6	16	32,221	45,178	245,787	323,181	111	166	659	879	2,215	10,488	3,751	119,790		119,790
Total Great Northern -	-	433	342	95	437	698,018	2,493,827	3,425,476	6,647,221	3,425	4,469	22,477	23,441	179,849	653,929	144,491	1,934,662	-	1,934,662
Great North of England, Clarence and Hartlepool Junction -	-	Leased to the North-Eastern.																	
GREAT WESTERN (Including the "Abingdon," "Berks and Hants Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Coleford, Monmouth, Usk, and Pontypool," "East Somerset," "Ely Valley," "Gloucester and Dean Forest," "Hammer-smith and City," "Hereford, Ross, and Gloucester," "Leominster and Kingston," "Marlborough," "Milford," "Much Wenlock and Severn Junction," "Severn Valley," "Stourbridge," "Stratford-on-Avon," "Tenbury and Bewdley," "Vale of Langollen," "Wallington and Severn Junction," "Witney," and the "Wycombe" and half of the "Birkenhead," "Shrewsbury and Hereford," and "Tenbury" and part of the "West London Extension.")	-	1,172	787	438	1,225	2,235,469	6,483,768	7,310,251	16,284,488	2,255	8,368	39,415	34,359	156,363	608,551	146,368	3,177,445	1,385,750	4,563,195
Calne -	-	5	-	5	5	2,332	19,783	8,779	30,894	2	7	168	132	108	313	16,146	2,516	315	2,831
Faringdon -	-	-	-	4	4	2,401	13,684	6,780	22,874	-	12	158	64	947	5,167	230	4,841	403	5,244
Nantwich and Market Drayton -	-	11	-	11	11	2,890	16,342	27,696	46,928	-	21	83	202	847	1,392	490	2,857	702	3,559
Total Great Western -	-	1,188	787	458	1,245	2,240,092	6,483,877	7,355,545	16,385,184	2,257	8,408	39,624	34,757	158,265	615,423	146,324	3,187,650	1,387,170	4,574,820

* The Receipts are net, as the cost of working the Line, and the amount received for same, are included in the Great Northern Company's return.
† Included in the Great Northern and Lancashire and Yorkshire Companies' returns.

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING TH YEAR 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.					
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.							Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.	Other Minerals.					TOTAL.				
-	-	1,500	-	-	39,877	39,877	-	-	-	-	-	-	-	-	-	-	-	-	-	-	410	11,369	11,779	681	12,460	
2,917	1,747	4,664	20,419	12,229	32,648	2'00	1'50	1'00	-	-	130	137	1,938	99	2,304	45	-	2,349	12	1,340	2,471	3,820	590	4,422		
6,761	18,098	24,859	146,071	227,728	373,799	2'48	1'98	0'99	2'48	1'98	4,145	6,135	13,011	208	23,499	2,290	-	25,789	462	22,831	87,509	110,340	32,660	143,462		
140,285	56,989	197,274	3,373,531	2,621,794	5,995,325	2'24	1'97	1'23	2'87	2'00	179,428	261,070	273,982	27,930	747,310	46,607	21,421	815,338	32,531	126,628	-	126,628	568,004	777,163		
2,844	682	3,526	31,281	20,713	51,994	2'50	2'00	1'50	-	-	932	1,026	2,984	4	4,946	202	-	5,148	230	426	-	426	3,065	3,730		
3,744	628	4,372	16,992	3,019	20,011	2'50	2'00	1'50	-	-	70	139	531	4	744	16	-	760	1	159	-	159	537	697		
2,712	1,056	3,768	36,626	16,807	53,433	2'50	2'00	1'50	-	-	610	1,039	1,179	5	2,833	154	8	2,995	64	440	-	440	1,336	1,840		
149,585	59,355	208,940	3,458,430	2,662,333	6,120,763	-	-	-	-	-	181,040	263,274	283,576	27,043	755,833	46,979	21,429	824,241	32,835	127,653	-	127,653	572,942	783,430		
21,480	38,620	60,100	3,109,963	4,180,410	7,290,373	2'13	1'6	0'99	-	-	185,826	260,013	200,854	13,455	660,148	82,539	9,603	752,290	43,395	367,718	Included in General Merchandise.	367,718	594,265	1,005,378		
Included in Great Northern return.						2'05	1'75	0'96	-	-	551	771	596	33	1,951	119	-	2,070	184	1,090		1,090	2,525	3,799		
"	"	"	"	"	"	2'05	2'00	1'00	-	-	279	391	303	15	988	122	-	1,110	169	727		727	1,306	2,202		
"	"	"	"	"	"	2'60	1'70	0'97	-	-	528	738	569	10	1,845	63	-	1,908	307	486		486	2,375	3,168		
"	"	"	"	"	"	3'00	2'00	0'95	-	-	67	95	72	-	234	10	-	244	8	61		61	369	438		
"	"	"	"	"	"	3'00	2'00	1'00	-	-	269	376	290	-	935	108	-	1,043	42	71		71	552	665		
†	3,443	3,443	†	14,085	14,085	-	-	-	-	-	3,151	4,409	3,408	266	11,234	365	26	11,625	105	8,636	8,636		9,188	17,929		
21,480	42,063	63,543	3,109,963	4,194,493	7,304,458	-	-	-	-	-	190,671	266,793	206,092	13,779	677,335	83,826	9,629	770,290	44,210	373,789	-	373,789	610,580	1,033,571		
236,350	90,439	326,789	6,810,642	5,664,437	12,475,079	2'03	1'50	0'94	2'38	1'74	411,576	609,962	463,979	18,595	1,594,112	155,538	52,770	1,802,420	41,618	482,757	-	482,757	1,164,237	1,691,615		
3,768	-	3,768	19,782	-	19,782	3'13	2'08	1'00	-	-	164	842	202	7	1,215	85	14	1,314	136	126	18	144	1,152	1,432		
2,864	-	2,864	10,024	-	10,024	3'42	2'28	1'00	-	-	108	389	100	-	597	90	17	704	Included in Merchandise.				660	660		
2,576	-	2,576	27,692	-	27,692	2'55	1'07	1'00	-	-	240	740	721	-	1,701	106	-	1,807					1,082	1,082		
245,558	90,439	335,997	6,866,140	5,664,437	12,532,577	-	-	-	-	-	412,088	704,933	465,002	18,602	1,597,625	155,849	52,804	1,806,245	44,754	482,883	18	482,904	1,167,131	1,694,780		

† Exclusive of 3,610¹/₂ Lancashire and Yorkshire, not classed.
§ Returns made up for year ending 31st January 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1863.	Length of Line open on 31st December 1864.				PASSENGER TRAFFIC.							GOODS TRAFFIC.							General Merchandise.	
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.					
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.			
M.	M.	M.	M.							No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.		
Hammersmith and City -	Worked by the Great Western.																				
Hampstead Junction -	See the "London and North-Western."																				
Hereford, Hay, & Brecon	14	-	-	26	26	5,079	20,163	70,015	95,257	2	78	28	1,156	2,005	5,031	573	9,851	Mixed	9,851	10,812	
Hereford, Ross, and Gloucester -	See the "Great Western."																				
Horncastle -	Worked by the Great Northern.																				
Hull and Hornsea -	-	-	-	13	13	11,537	14,874	134,069	160,489	187	2	12	366	112	989	14	5,028	1,298	6,326	7,054	
Hull and Selby -	Leased to the North-Eastern.																				
Isle of Wight -	-	-	-	8	8	15,203	74,011	2,410	91,624	10	-	-	-	296	-	-	-	679	645	1,324	172
Kendal and Windermere	Leased to the London and North-Western.																				
Kent Coast -	Worked by the London, Chatham, and Dover.																				
Knighon -	Worked by the London and North-Western.																				
LANCASHIRE AND YORKSHIRE -	382	388	15	403	2,080,419	3,960,351	12,080,513	18,121,283	2,959	1,617	5,520	34,866	164,690	522,992	64,108	2,462,130	885,935	3,348,065	2,761,894		
Preston and Wyre -	28	17	11	28	120,377	223,055	500,401	843,838	300	155	1,110	1,829	8,728	6,700	8,500	92,472	67,352	159,824	89,830		
Total Lancashire and Yorkshire -	410	405	26	434	2,200,796	4,183,406	12,580,914	18,965,116	3,259	1,772	6,630	36,695	173,418	529,692	72,608	2,554,608	953,287	3,507,889	2,851,724		
Lancaster and Carlisle -	Leased to the London and North-Western.																				
Leeds, Bradford, and Halifax Junction -	Worked by the Great Northern.																				
Leominster and Kington -	Worked by the Great Western.																				
Liskeard and Caradon -	19	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	11,834	34,739	46,573	1,813	
Llanelli Railway & Dock (Including the "Vale of Towy.")	47	-	-	47	47	5,693	5,119	155,150	165,962	156	10	5	436	400	1,031	1,951	464,503	59,534	524,037	29,826	
Llantrissant and Taff Vale Junction -	Worked by the Taff Vale.																				
Llynvi Valley -	21	-	-	21	21	258	2,294	59,843	62,395	-	-	-	-	-	-	-	162,340	139,275	301,615	67,253	
LONDON AND BLACKWALL: Local Traffic -	5	5	-	5	599,261	3,416,259	77,253	4,092,773	312	-	-	-	-	-	-	-	-	-	-	-	
Foreign Traffic -	-	-	-	-	1,189,009	1,115,835	4,394,476	6,699,320	1,634	-	-	-	-	-	-	-	33,053	-	33,053	396,164	
Total London and Blackwall -	5	5	-	5	1,788,270	4,532,094	12,477,229	10,792,093	1,946	-	-	-	-	-	-	-	33,053	-	33,053	396,164	
London and Greenwich -	Leased to the South-Eastern.																				
London and North-Western (Including the "Bedford and Cambridge," "Birmingham, Wolverhampton, and Stour Valley," "Buckinghamshire," "Cannock Mineral," "Chester and Holyhead and Branches," "Conway and Llanrwst," "Cromford and High Peak," "Hampstead Junction," "Kendal and Windermere," "Knighon," "Lancaster and Carlisle," "Merthyr, Tredegar, and Aberkavenny," "North Union," "St. George's Harbour," "St. Helen's Canal and Railway," "Shrewsbury and Welchpool," "Shropshire Union," "South Leicestershire," "South Staffordshire and Branches," "Stockport, Disley, and Whaley Bridge," "Warrington and Stockport," "Watford and Rickmansworth," and half of the "Birkenhead and Branches," "Shrewsbury and Hereford," "Tenbury," and part of the "West London Extension.")	1,243	1,036	238	1,274	2,527,313	7,580,641	11,574,671	21,682,625	6,388	11,726	34,481	34,718	491,978	1,187,602	405,615	8,095,164	Mixed	8,095,164	3,954,381		
London and South-Western (Including the "Bishop's Cleeve," "Exeter and Crediton," "Exeter and Exmouth," "Lymington," "Ringwood, Christchurch, and Bournemouth," "Salisbury and Yeovil," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier," and the "Thames Valley.")	513	330	199	529	2,317,812	5,256,480	2,351,050	9,925,342	6,101	3,878	20,515	30,600	74,234	431,168	35,563	440,500	-	440,500	882,205		
London, Brighton, and South Coast (Including the "Bognor," "East Grinstead," "Wimbledon and Croydon," and part of the "Victoria Station and Pimlico.")	243	197	52	249	1,969,149	2,825,627	8,731,040	13,525,816	6,717	7,032	17,061	22,249	26,404	152,347	13,660	303,984	95,856	399,840	497,916		

* These numbers show children as half passengers only.

† Return tickets counted as two passengers, and children as half passengers.

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.					
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.					Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.		
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.											
-	-	-	-	-	-	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
-	-	-	-	-	-	2'40	1'68	0'96	-	-	785	1,698	2,908	7	5,398	424	-	5,822	168	1,127	Mix ^d	1,127	2,575	3,870		
2,297	396	2,693	39,861	5,148	45,009	2'36	1'78	0'96	-	-	651	588	3,019	295	4,533	100	-	4,633	16	414	111	525	880	1,401		
2,090	Mixed	2,090	17,556	Mixed	17,556	2'50	1'50	0'88	-	-	853	2,269	60	42	3,224	130	11	3,365	-	53	56	109	103	212		
210,818	140,637	351,455	3,649,343	3,040,589	6,689,932	1'55	1'28	0'74	-	-	152,655	200,986	369,972	26,506	750,119	57,838	5,409	813,456	23,803	164,339	-	164,339	963,179	1,151,321		
13,567	4,568	18,135	157,347	79,360	236,707	1'32	1'05	0'49	-	-	10,192	11,748	15,980	1,616	39,536	2,083	400	42,019	571	6,500	-	6,590	24,009	31,170		
224,385	145,205	369,590	3,806,690	3,119,949	6,926,639	-	-	-	-	-	162,847	212,734	385,962	28,122	789,635	59,921	5,899	835,475	24,374	170,929	-	170,929	987,188	1,482,497		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,247	5,821	8,068	318	8,386		
2,002	2,024	4,026	67,088	69,213	136,251	2'42	1'54	1'00	-	-	706	378	5,389	135	6,558	22	39	6,619	67	15,782	3,458	19,240	6,249	25,556		
1,146	2,622	3,768	9,270	28,980	38,250	3'00	2'00	1'00	-	-	20	108	1,042	-	1,170	-	-	1,170	-	4,171	8,157	12,328	7,031	19,359		
42,146	-	42,146	158,047	-	158,047	2'41	1'61	0'95	-	-	11,939	40,380	520	1,837	54,676	276	-	54,952	-	-	-	-	-	-		
-	-	-	-	-	-	-	-	-	-	-	6,961	6,455	19,145	1,632	34,193	488	-	34,681	-	956	-	956	11,881	12,837		
42,146	-	42,146	158,047	-	158,047	-	-	-	-	-	18,900	46,835	19,665	3,469	88,869	764	-	89,633	-	956	-	956	11,881	12,837		
341,474	291,048	632,522	9,509,295	9,591,011	19,100,306	1'95	1'43	0'95	2'44	1'99	698,733	763,700	672,751	36,016	2,171,200	247,338	140,636	2,559,174	144,714	870,236	Mix ^d	870,236	2,297,742	3,312,692		
236,948	69,850	306,798	3,809,348	1,642,301	5,451,649	2'25	1'61	0'92	2'69	1'90	286,492	369,183	215,727	50,061	921,463	71,878	21,630	1,014,971	19,822	42,530	-	42,530	331,495	396,847		
205,701	42,796	248,497	3,213,356	515,297	3,728,653	1'95	1'46	0'92	2'54	2'00	233,410	212,705	241,564	54,644	742,323	39,866	1,878	784,067	6,038	23,996	11,431	35,427	160,343	201,858		

† Exclusive of 7,796^l. Canal Receipts, 3,777^l. Rents, and 1,528^l. Tolls.
‡ These receipts include the traffic carried by the London and North-Western Company's steamboats and on their canals.
|| Exclusive of 24,917^l. for steam rail proportion, and 2,899^l. for South-Eastern toll.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1863.	PASSENGER TRAFFIC.								GOODS TRAFFIC.									
		Length of Line open on 31st December 1864.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
M.	M.	M.	M.					No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.		
London, Chatham, and Dover } (Including the "Kent Coast," "Mid-Kent (Bromley to St. Mary's Cray)," "Sevenoaks," "Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of "Victoria Station and Pimlico.")	125	120	7	127	559,732	1,253,033	5,450,939	7,263,704	873	592	2,638	7,307	16,225	43,588	1,203	{ Included in general merchandise. }			278,078
London, Tilbury, and Southend } (Private Property.)	7	6	1	7	5,074	12,900	181,610	200,184	9	-	-	132	-	-	-	724,155	114,995	839,150	7,240
London, Tilbury, and Southend } (Including the traffic over it by the "Great Eastern," "London and Blackwall," and the "North London.")	44	41	3	44	314,277	385,316	1,020,337	1,719,930	467	89	445	944	21,231	37,791	1,619	2,583	-	2,583	86,286
Lowestoft - - -	Included in the Great Eastern.																		
Lymington - - -	Worked by the London and South-Western.																		
Lynn and Hunstanton - - -	Worked by the Great Eastern.																		
Manchester, Buxton, Matlock, and Midlands Junction } (Midland.)	Worked by the Midland.																		
Manchester, Sheffield, and Lincolnshire } (Including the "Garston and Liverpool" and the "South Yorkshire and River Dun.")	239	191	51	242	217,802	626,593	3,725,985	4,570,380	604	542	4,230	8,846	63,882	153,949	62,020	1,710,755	53,659	1,769,414	1,324,255
Manchester, South Junction, and Altrincham } (Joint Property of the "London and North-Western" and "Manchester, Sheffield, and Lincolnshire.")	9	9	-	9	355,403	264,074	1,288,537	1,908,014	878	84	1,222	3,312	40,296	173,550	34,280	67,954	288,995	356,949	478,817
Marlborough - - -	Worked by the Great Western.																		
Maryport and Carlisle - - -	28	28	-	28	13,949	68,071	132,432	214,452	53	99	376	1,178	5,497	19,123	342	474,646	213,784	688,430	84,230
Merthyr, Tredegar, and Abergavenny } (Leased to the London and North-Western.)	Leased to the London and North-Western.																		
Metropolitan - - -	4	4	-	4	1,075,101	2,219,035	8,004,932	11,299,068	4,281	-	-	78	-	-	-	-	-	-	-
Mid Kent (Bromley to St. Mary Cray) } (Leased to the London, Chatham, and Dover.)	Leased to the London, Chatham, and Dover.																		
MIDLAND } (Including the "North-Western.")	641	618	45	663	745,413	2,254,586	7,396,961	10,396,960	2,358	3,219	16,832	31,861	No account kept.			4,281,749	No separate account kept.	4,281,749	3,567,681
Manchester, Buxton, Matlock, and Midlands Junction } (Midland.)	12	12	-	12	31,823	91,552	151,821	275,193	6	134	298	967				57,819		57,819	166,073
Redditch - - -	5	-	5	5	6,097	21,840	76,706	104,643	2	13	48	335				16,637		16,637	7,895
Tewkesbury and Malvern } (Midland.)	11	11	-	11	9,577	27,163	33,833	70,573	2	25	109	227				799		799	310
Total Midland - - -	669	641	60	691	792,910	2,395,144	7,659,321	10,847,372	2,366	3,391	17,267	33,390	-	-	-	4,357,004	-	4,357,004	3,744,989
Mid-Wales - - -	-	-	47	47	Not opened until about the middle of October.														
Milford - - -	Worked by the Great Western.																		
Monmouthshire - - -	49	30	19	49	14,115	75,016	676,882	766,013	53	60	293	1,251	1,539	8,587	3,431	1,263,993	720,256	1,984,249	199,239
Much Wenlock and Severn Junction } (Leased to the London and North-Western.)	Worked by the Great Western.																		
Nantwich and Market Drayton } (Leased to the London and North-Western.)	Worked by the Great Western.																		
North and South Western Junction } (Leased to the London and North-Western.)	5	4	1	5	121,091	436,501	873	558,555	8	-	-	-	5,741	66,421	645	221,863	-	221,863	50,520
North-Eastern } (Including the "Great North of England, Clarence, and Hartlepool," and the "Hull and Selby.")	1,095	688	407	1,095	834,951	3,041,568	8,092,103	11,968,622	2,904	3,234	24,358	36,630	277,992	969,304	118,471	10,147,478	2,954,867	13,102,345	3,720,734
Northern and Eastern - - -	Leased to the Great Eastern.																		
North London - - -	9	9	-	9	1,294,586	3,061,574	3,593,479	7,949,639	469	-	-	-	135,426	390,062	28,473	573,589	-	573,589	604,551
North Staffordshire - - -	144	118	26	144	193,824	495,185	1,387,109	2,076,118	530	554	1,871	5,565	27,338	27,774	34,252	457,386	347,083	804,469	763,950
North Union - - -	Leased to the Lancashire and Yorkshire, and London and North-Western. Included in London and North-Western's return.																		
North-Western - - -	Leased to the Midland.																		
Norwich and Spalding - - -	Worked by the Great Northern.																		
Nottingham and Grantham } (Leased to the Great Northern.)	Leased to the Great Northern.																		
Oldham, Ashton-under-Lyne, and Guide Bridge Junction } (Leased to the Great Northern.)	5	5	-	5	8,316	20,157	324,718	353,191	5	5	36	408	-	-	-	-	-	-	28,589

RAILWAYS :—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.					EX-PRESS.	RECEIPTS FROM PASSENGERS.					Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	Total Receipts from Goods Traffic.			
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.	TOTAL.						
1,745	4,512	76,257	1,410,637	203,953	1,614,590	2'45	1'68	0'95	2'92	2'01		75,221	76,037	139,205	5,600	296,063	13,817	93	309,973	3,145	{ Included in general merchandise. }			65,834	68,979	3		
4,010	9,218	13,228	24,060	115,610	139,670	2'00	1'05	1'00	-	-	-	193	285	3,012	82	3,572	99	70	3,741	-	14,075	1,518	15,593	683	16,276	9		
15,425	803	16,228	242,947	32,522	275,469	1'03	0'74	-	-	0'96	0'68	12,849	7,363	26,355	2,545	49,112	1,578	44	50,734	2,041	160	-	160	8,320	10,521	6		
41,759	39,104	80,863	1,203,861	1,594,759	2,798,620	2'43	1'73	0'97	-	-	-	37,086	62,764	127,411	5,415	232,676	28,245	2,630	263,551	13,403	142,854	6,748	149,602	338,651	551,656	8		
28,356	21,615	49,971	193,498	63,103	256,601	1'44	1'14	0'78	1'45	1'09		13,400	7,020	17,220	9,447	47,687	2,613	60	50,300	652	1,170	5,260	6,000	14,207	21,549	7		
2,734	11,160	13,894	76,552	230,640	307,192	2'49	1'80	0'99	-	-	-	2,305	5,932	8,055	240	16,652	1,131	845	18,623	637	34,491	15,998	50,399	12,759	63,845	8		
77,004	-	77,004	264,356	-	264,356	2'17	1'49	0'88	-	-	-	19,362	26,180	66,981	3,948	116,471	173	-	116,644	-	-	-	-	-	-	-	17	
62,933	171,204	334,137	1,255,063	6,424,687	10,679,750	2'23	1'61	0'96	-	-	-	142,104	240,089	356,348	12,859	751,400	72,474	36,392	860,268	30,945	596,329	No separate account kept.			596,329	1,108,484	1,735,758	2,55
4,574	2,538	7,162	52,123	27,004	79,132	2'43	1'79	0'98	-	-	-	1,858	3,683	3,180	14	8,735	391	-	9,126	80	3,326				3,326	9,176	12,582	3
4,202	1,256	5,458	20,920	6,280	27,200	2'58	1'80	0'96	-	-	-	199	510	1,253	6	1,908	242	20	2,230	19	624				624	737	1,390	
1,378	158	1,536	15,732	1,817	17,549	2'52	1'72	0'97	-	-	-	626	818	785	2	2,231	59	-	2,290	2	24				24	43	69	
73,087	175,205	348,293	1,343,343	6,459,788	10,803,631	-	-	-	-	-	-	144,787	245,160	364,566	12,881	764,334	78,466	36,442	873,912	31,046	600,303	-	-	600,303	1,418,440	1,749,789	3,6	
2,749	43,038	55,817	142,031	339,138	488,169	2'51	1'48	0'98	-	-	-	1,195	3,695	16,730	238	21,858	1,018	91	22,967	227	44,332	43,837	97,669	32,316	120,212	14		
3,620	7,024	30,644	61,415	61,463	122,878	1'82	1'21	1'00	-	-	-	1,816	4,047	17	11	6,491	-	-	6,491	199	5,553	-	-	5,553	2,359	8,111	7	
98,189	203,161	401,350	4,390,376	10,100,601	14,491,477	2'02	1'40	0'84	-	-	-	155,567	254,737	380,903	19,255	810,482	103,504	41,023	955,009	62,368	809,895	310,261	1,120,156	979,257	2,161,781	3,1		
9,615	24,923	74,543	478,726	198,230	676,956	1'50	1'00	1'00	-	-	-	23,159	42,227	53,507	2,169	126,062	-	-	126,062	3,383	31,532	-	-	31,532	60,529	95,444	23	
6,571	33,651	70,222	618,323	667,778	1,286,106	2'00	1'52	0'99	-	-	-	15,087	29,082	49,878	1,713	95,760	6,935	829	103,524	2,906	36,333	36,903	73,236	134,279	210,421	31		
9,280	1,256	10,516	56,744	5,205	61,949	2'10	1'58	0'95	-	-	-	466	532	4,115	23	5,186	92	20	5,298	-	-	-	-	-	1,432	1,432		

* Exclusive of 25,705*l.*, the share of traffic over the Line by the London and North-Western, and 4,348*l.* for Rents and Tolls for Sidings.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st De- cember 1863.	Length of Line open on 31st De- cember 1864.				PASSENGER TRAFFIC.								GOODS TRAFFIC.										General Merchandise.
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.								
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.						
Pembroke and Tenby	M.	M.	M.	M.	10,311	41,613	49,529	101,453	9	No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.					
Penarth Harbour Dock and Railway	6	6	-	6	-	-	-	-	-	-	-	-	-	-	-	217,969	80,407	298,376	1,25					
Ramsey	Worked by the Great Northern.																							
Redditch	Leased to the Midland.																							
Redruth and Chasewater	9	-	9	9	-	-	-	-	-	-	-	-	-	-	-	45,500	80,805	82,305	5,203					
Rhymney	22	3	21	24	2,082	7,088	152,074	161,194	1	6	10	24	355	941	88	1,577,806	215,046	1,792,852	41,213					
Ringwood, Christchurch, and Bournemouth	Worked by the London and South-Western.																							
Royton and Hitchen	Leased to the Great Northern, but worked by the Great Eastern.																							
St. George's Harbour	Included in the London and North-Western.																							
St. Helen's Canal and Railway	Included in the London and North-Western.																							
Salisbury and Yeovil	Leased to the London and South-Western.																							
Saundersfoot Railway and Harbour	7	-	7	7	-	-	-	-	-	-	-	-	-	-	-	43,129	14,829	57,958	-					
Sevenoaks, Maidstone, and Tunbridge	Worked by the London, Chatham, and Dover.																							
Severn Valley	Leased to the Great Western.																							
Shrewsbury and Hereford	Included in the Great Western and London and North-Western Returns.																							
Shrewsbury and Welchpool	Worked by the London and North-Western.																							
Shropshire Union	Leased to the London and North-Western.																							
Sittingbourne and Sheer- ness	Leased to the London, Chatham, and Dover.																							
Somerset and Dorset	66	-	66	66	32,893	237,247	84,194	354,334	36	145	622	1,128	9,015	26,194	2,194	46,662	Mixed.	46,662	60,002					
South Devon (Including the "Dart- mouth and Torbay," and the "South Devon and Tavistock.")	77	30	51	81	136,093	567,065	753,018	1,456,746	215	694	2,439	4,996	9,797	15,616	889	31,923	33,813	65,736	131,010					
South Devon and Tavi- stock	Leased to the South Devon.																							
South-Eastern* (Including the "Greenwich.")	286	269	22	291	1,709,865	3,419,253	9,879,637	15,008,755	3,300	2,228	9,202	19,615	26,233	209,788	7,358	198,132	-	198,132	690,901					
South Leicestershire	Worked by the London and North-Western.																							
South Staffordshire	Leased to the London and North-Western.																							
South Yorkshire and River Don	Leased to the Manchester, Sheffield, and Lincolnshire.																							
Staines, Wokingham, and Woking	Leased to the London and South-Western.																							
Stamford and Essendine	Worked by the Great Northern.																							
Stockport and Woodley Junction	3	3	-	3	3,279	6,364	135,800	145,003	8	-	-	-	171	-	-	-	-	-	-					
Stockport, Disley, and Whaley Bridge	Worked by the London and North-Western.																							
Stokes Bay Railway and Pier	Worked by the London and South-Western.																							
Stourbridge	Worked by the Great Western.																							
Stratford-upon-Avon	Worked by the Great Western.																							
Swansea Vale	12	-	20	20	3,055	8,344	146,053	157,452	-	-	-	-	125	-	-	354,367	108,162	462,529	29,271					
Taff Vale (Including the "Aber- dare," and "Llantrissant and Taff Vale Junction.")	58	40	18	58	21,035	38,960	624,961	684,956	293	45	91	842	417	8,469	411	2,842,049	362,719	3,194,768	153,417					
Tenbury	Leased to the Great Western and London and North-Western.																							
Tenbury and Bewdley	Worked by the Great Western.																							
Tendring Hundred	Worked by the Great Eastern.																							
Tewkesbury and Malvern	Worked by the Midland.																							
Thames Valley	Worked by the London and South-Western.																							
Vale of Clwyd	10	-	10	10	18,777	48,691	104,115	171,583	19	86	106	997	3,100	3,182	10,339	26,395	5,410	31,805	13,115					
Vale of Llangollen	Worked by the Great Western.																							
Vale of Neath (Including the "Briton Ferry Floating Dock.")	44	26	18	44	13,198	71,869	603,802	689,169	21	50	35	898	-	-	-	872,695	192,055	1,064,750	257,310					
Vale of Towy	Leased to the Llanelly.																							
Victoria Station and Pimlico	Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and the Great Western.																							

* Return made up for year ending 31st January 1865.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.			
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.						
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.					TOTAL from Passengers.	Coal and Coke.	Other Minerals.			TOTAL.					
2,679	-	2,679	27,048	-	27,048	d. 2	d. 21	d. 52	d. 0	d. 73	-	-	-	-	-	£ 749	£ 1,848	£ 903	£ 24	£ 3,524	£ 247	£ 28	£ 3,799	£ 3	£ 5	£ 4	£ 9	£ 135	£ 147	£ 3,946	
-	-	-	-	67,780	67,780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,590	1,486	9,076	142	9,218	9,218	
-	1,143	1,143	-	23,685	23,685	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,729	5,866	11,595	514	12,139	12,139	
2,080	3,100	5,180	53,560	257,286	310,846	2	06	1	53	0	98	-	-	-	-	109	433	4,310	3	4,945	107	-	5,052	46	31,890	12,750	44,640	7,616	52,302	57,354	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	512	383	895	-	895	895	
13,042	1,172	10,214	286,581	76,516	363,097	2	24	1	65	0	99	-	-	-	-	3,077	10,763	3,783	166	17,739	1,093	60	18,892	752	No separate account kept.			18,637	19,409	38,301	
15,150	3,887	19,037	431,355	120,356	551,711	2	55	1	75	0	99	2	89	1	90	27,614	52,409	40,950	1,204	131,267	16,016	7,477	154,760	1,272	2,758	3,231	5,989	42,897	50,158	204,918	
21,326	9,301	130,627	3,340,218	837,100	4,180,318	1	96	1	39	0	83	2	34	1	70	254,037	225,973	287,654	38,524	807,088	59,219	34,027	900,334	8,046	31,298	-	31,298	258,509	297,853	1,198,187	
6,106	-	6,106	18,507	-	18,507	2	18	1	45	0	91	-	-	-	-	95	114	1,245	22	1,476	34	-	1,510	-	-	-	-	-	-	-	1,510
2,112	3,698	6,010	25,847	41,735	67,582	2	57	1	72	0	96	-	-	-	-	205	402	3,281	-	3,888	150	-	4,038	-	9,084	1,842	10,926	4,995	15,921	19,955	
7,544	25,098	32,642	130,374	784,763	915,137	2	05	1	55	1	00	-	-	-	-	2,122	2,401	20,668	505	25,696	85	1,000	26,781	160	213,174	25,301	238,475	25,166	263,801	290,582	
3,222	1,244	4,466	32,220	12,440	44,660	2	28	1	74	0	98	-	-	-	-	1,112	1,882	3,458	83	6,535	250	15	6,800	240	1,515	-	1,515	2,510	4,274	11,074	
2,622	7,570	10,192	89,242	231,278	320,520	2	36	1	50	1	00	-	-	-	-	1,401	2,946	20,090	183	24,620	870	-	25,490	-	74,296	18,882	93,178	29,590	122,768	148,258	

† Exclusive of 846*l.* for sundries not included in this Return.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st De- cember 1863.	PASSENGER TRAFFIC.										GOODS TRAFFIC.								
		Length of Line open on 31st De- cember 1864.				NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.				LIVE STOCK.			MINERALS.			General Merchandise.
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.	Cattle.					Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
Ware, Hadham, and Buntingford	}	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Worked by the Great Eastern.																				
Warrington and Stock- port		Included in the London and North-Western.																		
Watford and Rickmans- worth		Worked by the London and North-Western.																		
Wellington and Severn Junction	}	Leased to the Great Western.																		
West Cornwall		42	1	41	42	26,490	176,672	157,250	360,412	30	48	66	323	1,236	2,622	235	71,160	13,654	84,814	46,542
WEST HARTLEPOOL HARBOUR AND RAIL- WAY		52	36	16	52	23,020	138,507	329,025	400,612	188	53	86	616	5,331	20,527	5,208	1,589,726	338,674	1,928,400	495,587
Cleveland		12	-	12	12	-	-	-	-	-	-	-	-	-	-	-	-	10,227	357,304	367,531
Total West Hartle- pool Harbour and Railway	}	64	36	28	64	23,020	138,507	329,025	400,612	188	53	86	616	5,331	20,527	5,208	1,599,953	695,978	2,295,931	503,525
West London Extension		Line used by the London and North-Western, Great Western, London and South-Western, and London, Brighton, and South Coast.																		
West Somerset		Leased to the Bristol and Exeter.																		
West Somerset Mineral		7	-	12	12	-	-	-	-	-	-	-	-	-	-	-	-	3,378	18,555	22,433
West Yorkshire	}	Worked by the Great Northern.																		
Whitehaven and Fur- ness Junction		35	-	35	35	18,810	31,291	172,070	222,171	80	30	160	1,043	1,257	713	652	73,521	849,103	922,624	28,875
Whitehaven, Cleator, } and Egremont		7	4	6	10	9,676	-	141,299	150,975	40	-	-	40	20	60	30	55,185	774,725	829,910	7,300
Whitehaven Junction		13	13	-	13	18,040	127,518	100,512	246,070	89	69	211	805	2,675	897	683	257,372	482,024	739,396	40,117
Willoughby D'Eresby's, Lord (Edenham to Little Bytham) (Private Property.)	}	4	-	4	4	363	1,268	3,261	4,892	-	2	7	7	336	2,710	-	2,311	-	2,311	2,376
Wimbledon and Croydon		Leased to the London, Brighton, and South Coast.																		
Witney		Worked by the Great Western.																		
Wycombe		Leased to the Great Western.																		
TOTAL ENGLAND AND WALES	}	8,567	5,976	2,914	8,890	23,467,020	59,681,016	114,016,625	197,161,661	51,914	54,030	230,368	354,019	2,033,254	6,786,127	1,426,264	49,414,170	12,475,584	61,890,054	28,802,262

28,802,262

RAILWAYS :—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL	
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.				EX-PRESS.		RECEIPTS FROM PASSENGERS.					TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.				
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.					Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.			Coal and Coke.	Other Minerals.		TOTAL.
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
3,433	4,168	7,601	100,788	50,194	150,982	2.33	1.67	0.98	-	-	-	-	2,813	9,657	5,486	194	18,150	3,082	1,444	22,676	213	9,639	2,240	11,899	8,084	20,196	4		
1,507	12,632	34,139	154,032	497,669	651,701	2.06	1.50	0.89	2.50	1.75	-	-	1,470	7,228	8,872	585	18,155	1,134	18	19,307	491	111,904	9,813	121,717	61,918	184,126	20		
-	2,190	2,190	-	86,590	86,590	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	14,934	15,721	510	16,231	1		
1,607	14,822	36,329	154,032	534,859	688,891	-	-	-	-	-	-	-	1,470	7,228	8,872	585	18,155	1,134	18	19,307	491	111,904	9,813	121,717	61,918	184,126	20		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	420	2,644	3,064	413	3,477	-		
2,224	955	3,179	78,527	73,206	151,733	2.43	1.98	0.98	-	-	-	-	1,683	2,558	5,002	236	10,379	735	-	11,114	157	3,730	29,092	33,722	5,592	39,471	5		
2,350	10,608	12,958	23,829	71,576	95,405	1.58	-	0.94	-	-	-	-	181	-	1,683	33	1,897	68	-	1,965	12	2,170	32,559	34,729	486	35,227	3		
1,436	3,463	4,899	34,469	112,076	146,545	2.54	1.88	0.97	-	-	-	-	1,083	4,620	3,316	257	9,276	505	364	10,145	169	13,319	25,164	38,483	5,165	43,617	5		
3,170	-	3,170	13,076	-	13,076	2.00	1.23	0.97	-	-	-	-	13	27	54	-	94	25	-	119	15	178	-	178	178	371	-		
542,065	1,482,553	4,024,618	54,305,979	52,006,855	106,402,834	-	-	-	-	-	-	-	3,070,305	4,087,593	4,307,656	842,423	11,808,277	1,062,020	397,473	13,267,779	507,349	4,478,428	788,328	5,266,751	9,625,770	15,399,870	28,6		

SCOTLAND.

RETURNS by the several RAILWAY COMPANIES in SCOTLAND, showing the TRAFFIC upon their

NAME OF RAILWAY COMPANY.	Length of Line open on 31st De- cember 1863.	PASSENGER TRAFFIC.								GOODS TRAFFIC.										
		Length of Line open on 31st December 1864.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
Aberdeen and Turriff	Worked by the Great North of Scotland.	M.	M.	M.	M.					No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	
Alford Valley	Worked by the Great North of Scotland.																			
Alyth	Leased to the Scottish North-Eastern.																			
Arbroath and Forfar	Leased to the Scottish North-Eastern.																			
Ayr and Maybole	Worked by the Glasgow and South-Western.																			
Banff, Macduff and Tur- riff Extension	Worked by the Great North of Scotland.																			
Danffshire	Worked by the Great North of Scotland.																			
Derwicksire	Worked by the North British.																			
Bridge of Weir	Worked by the Glasgow and South-Western.																			
CALEDONIAN* (Including the "Dum- fries, Lochmaben, and Lockerby," "General Terminus," and "Port- patrick.")		332	206	153	359	578,967	190,932	4,056,346	4,826,245	803	1,089	4,187	14,039	83,606	394,354	13,638	-	-	4,596,287	956,911
Carlisle and Silloth Bay	Leased to the North British.																			
Castle Douglas and Dumfries	Worked by the Glasgow and South-Western.																			
Crieff Junction	Worked by the Scottish Central.																			
Deeside	32 - - 32 32 50,711 - - 259,557 310,268									802	184	209	1,341	1,710	2,460	1,010	12,503	22,791	35,294	42,406
Devon Valley	Worked by the North British.																			
Drumpeller	See "Forth of Clyde Navigation."																			
Dumfries, Lochmaben, and Lockerby Junction	Worked by the Caledonian.																			
Dunblane, Doune, and Callander	Worked by the Scottish Central.																			
Edinburgh and Bathgate	Leased to the Edinburgh and Glasgow.																			
EDINBURGH and GLAS- GOW (Including the "Edin- burgh and Bathgate.")		143	115	28	143	262,305	92,903	962,620	1,337,828	471	501	2,908	3,725	6,507	3,826	328	-	547,012	547,012	264,913
Glasgow and Milngavie Junction		3	-	3	3	8,303	-	31,578	39,881	19	-	2	76	-	-	-	-	6,625	6,625	2,388
Total from 1st Feb. to 31st July 1864 - (See also "North Bri- tish" and "Edinburgh and Glasgow.")		146	115	31	146	270,608	92,903	1,014,198	1,377,709	490	501	2,910	3,801	6,507	3,826	328	-	553,637	553,637	267,301
Findhorn	Worked by the Inverness and Aberdeen Junction.																			
Formartine and Buchan	Worked by the Great North of Scotland.																			
Forth and Clyde Junction*	30 - - 30 30 10,669 54,747 19,478 84,894									51	43	95	437	1,068	4,040	29	39,982	16,322	56,304	28,103
Forth and Clyde Navi- gation (Owners of the "Drum- peller Railway.")	1 - - 2 2 - - - - -									-	-	-	-	-	-	-	301,486	-	301,486	-
General Terminus and Glasgow Harbour	Worked by the Caledonian.																			
Glasgow and Milngavie Junction	Worked by the Edinburgh and Glasgow.																			
GLASGOW and SOUTH- WESTERN* (Including the "Kilmar- nock and Troon," and one half of Glasgow and Pais- ley Joint Line.)		198	163	35	198	199,789	599,183	1,806,838	2,105,810	516	572	4,771								
Ayr and Maybole Junction*	5 - - 5 5 7,504 22,359 61,166 91,029									5	44	311								
Bridge of Weir*	- - - 4 4 1,296 - - 17,485 18,781									2	-	41								
Castle Douglas and Dumfries*	19 6 14 20 14,382 27,907 88,828 131,117									5	124	570								
Kirkcudbright*	- - - 10 10 7,903 13,253 32,948 54,109									2	20	44								
Maybole and Girvan*	13 - - 13 13 8,105 22,545 68,415 99,065									5	45	291								
Total Glasgow and South-Western	235 169 81 235 238,979 685,233 1,575,680 1,899,941									535	808	6,028	-	-	-	-	-	-	2,846,790	364,922
														Numbers cannot be given as these Companies count by Waggon Loads.			No separate account kept.		10,001	20,208
																			52,350	3,483
																			49,567	23,195
																			6,837	3,080
																			22,716	9,687

* Returns made up to 31st January 1865.

SCOTLAND.

respective RAILWAYS in PASSENGERS and GOODS during the Year ended the 31st December 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.										TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.						Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.							
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.															
£	£	£	£	£	£	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
51,862	118,883	170,745	1,510,050	2,638,227	4,148,887	1'22	1'14	0'69	-	-	74,159	23,142	174,920	4,128	276,349	23,585	29,135	329,060	14,865	-	-	-	-	374,575	323,478	712,918	1,011				
2,733	1,986	4,719	44,071	32,865	77,536	1'71	-	1'00	-	-	2,780	-	7,829	769	11,378	1,796	239	13,413	212	1,607	1,834	3,441	6,684	10,337	23,737						
5,235	1,731	7,016	303,486	292,302	595,578	1'75	1'38	0'90	1'79	1'41	29,382	12,217	48,922	3,191	93,712	5,606	1,048	100,368	3,084	-	-	34,558	34,558	68,865	106,507	206,865					
1,013	285	1,298	9,598	2,288	11,886	1'27	-	0'85	-	-	209	-	556	30	795	15	-	810	-	-	-	145	145	228	373	1,711					
6,293	2,016	8,314	343,034	294,680	607,764	-	-	-	-	-	29,591	12,217	49,478	3,221	94,507	5,621	1,013	104,176	3,084	-	-	34,703	34,703	69,093	106,860	208,865					
1,654	747	2,401	49,618	26,376	75,994	1'98	-	0'99	-	-	1,130	3,002	933	45	5,110	67	-	5,177	72	4,345	1,582	5,927	4,221	10,220	15,441						
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,150	-	3,150	-	3,150	3,150					
22,370	64,592	87,462	723,248	1,584,184	2,307,432	1'79	1'33	0'89	-	-	25,031	38,657	67,137	3,448	134,273	10,498	3,108	147,879	5,466	-	-	205,766	205,766	121,425	332,657	480,000					
2,152	1,797	3,949	11,808	9,946	21,814	1'94	1'48	0'97	-	-	279	555	1,026	14	1,874	143	16	2,033	49	No separate account kept.	-	253	1,564	1,866	3,430						
1,150	1,561	2,711	5,348	8,308	13,716	2'13	-	0'93	-	-	38	-	234	1	273	11	-	284	-		-	1,338	240	1,578	1,818						
3,123	2,262	5,390	64,686	47,546	112,232	2'00	1'51	0'98	-	-	1,820	2,174	4,603	23	8,620	596	314	9,530	981		-	3,251	3,709	7,941	17,650						
2,115	686	2,801	23,897	7,565	31,462	1'90	1'47	0'95	-	-	475	603	903	6	1,937	94	63	2,144	66		-	263	435	767	2,202						
2,146	1,425	3,571	26,990	17,808	44,798	1'95	1'51	0'97	-	-	470	757	1,611	25	2,863	241	38	3,142	102		-	1,184	1,574	2,860	6,418						
33,561	72,323	105,884	856,037	1,675,417	2,531,454	-	-	-	-	-	28,113	42,746	75,514	3,517	149,890	11,583	3,539	165,012	6,664	-	-	-	212,055	133,350	347,669	512,000					

† Exclusive of 4,3642. Union Canal Receipts.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1863.	Length of Line open on 31st Dec. 1864.			PASSENGER TRAFFIC.								GOODS TRAFFIC.							
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
GREAT NORTH OF SCOT- LAND * (Including the "Inverury and Old Meldrum.")	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	
Aberdeen and Turriff†	18	-	18	18	8,839	-	-	68,693	77,532	170	32	101	270	9,026	2,977	47	5,310	3,783	9,093	21,771
Alford Valley † - -	16	-	16	16	5,478	-	-	50,402	55,880	179	22	35	328	4,098	1,369	284	3,942	16,326	20,268	19,396
Banff, Macduff, and } Turriff Extension†	11	-	11	11	5,982	-	-	45,339	51,321	153	15	13	134	869	590	24	1,505	1,042	2,547	7,321
Banffshire † - -	19	-	19	19	9,101	-	-	73,451	82,552	136	17	52	134	252	2,672	160	3,421	2,661	6,082	12,415
Formartine and Bu- chan † - - -	38	-	38	38	20,414	-	-	187,837	208,251	321	68	164	638	14,518	9,782	440	4,286	7,342	11,628	36,172
Keith and Duftown†	11	-	11	11	5,176	-	-	41,192	46,368	151	14	38	280	3,158	1,650	330	4,289	4,440	8,729	12,500
Morayshire † - -	22	-	22	22	9,397	-	-	91,646	101,043	353	15	2	94	2,764	1,613	283	13,958	3,579	17,537	18,564
Strathspey † - -	33	-	33	33	9,362	-	-	81,077	90,439	166	23	19	233	3,260	1,725	335	3,839	3,152	6,991	15,248
Total Great North of Scotland - - -	226	5	224	226	143,284	-	-	1,139,415	1,283,699	2,462	400	1,049	4,760	90,447	50,837	3,772	97,810	79,334	177,403	304,118
INVERNESS AND ABER- DEEN JUNCTION - -	92	7	111	118	82,868	8,003	558,474	619,345	508	393	602	4,739	18,191	65,570	8,972	29,174	83,509	62,683	96,627	
Findhorn - - -	3	-	3	3	466	-	-	15,441	15,907	22	1	-	14	-	-	-	6,402	240	6,642	4,521
Inverness and Perth Junction - - -	112	-	112	112	33,508	35,544	109,465	178,517	133	365	980	4,947	11,866	63,643	7,406	25,578	745	26,323	109,075	
Total Inverness and Aberdeen Junction	207	7	226	233	116,842	43,547	682,380	843,769	768	759	1,582	9,700	30,057	129,213	16,378	61,154	34,494	98,643	210,223	
Inverness and Perth Junction - - -	Worked by the Inverness and Aberdeen Junction.																			
Inverury and Old Mel- drum Junction - -	Leased to the Great North of Scotland.																			
Keith and Duftown -	Worked by the Great North of Scotland.																			
Kilmarnock and Troon -	Leased to the Glasgow and South-Western.																			
Leadburn, Linton, and } Dolphinton - - -	Worked by the North British.																			
Leslie - - - - -	Worked by the North British.																			
Leven and East of Fife* -	19	-	19	19	10,992	13,005	99,238	123,895	30	41	341	514	4,352	5,100	342	23,339	850	24,239	36,378	
Maybole and Girvan -	Worked by the Glasgow and South-Western.																			
Moukland - - - -	72	13	59	72	15,735	-	-	216,818	232,533	8	3	23	284	17	9	23	1,153,300	633,339	1,791,639	64,168
Morayshire - - -	Worked by the Great North of Scotland.																			
NORTH BRITISH - - (Including the "Bar- wickshire," "Carlisle and Silloth Bay," "Devon Val- ley," "Leadburn, Linton, and Dolphinton," "Pee- bles," and "Port Carlisle Dock and Railway.")	447	228	242	470	266,243	286,542	1,442,956	1,995,741	1,824	2,275	305	3,657	58,383	168,261	9,583	517,685	54,306	571,991	588,632	
Leslie - - - - -	5	-	5	5	651	965	9,626	11,212	15	-	-	17	-	-	28	4,637	349	5,006	5,803	
St. Andrews - - -	5	-	5	5	8,854	6,562	35,117	50,533	22	16	75	126	1,580	1,783	180	3,031	2,641	5,672	5,915	
Total from 1st Feb. to 31st July - - -	457	228	232	480	275,748	294,069	1,487,699	2,037,516	1,861	2,291	380	3,800	59,063	170,044	9,791	525,373	57,296	582,669	600,350	
NORTH BRITISH and EDINBURGH and GLASGOW - - - (Including the "Bar- wickshire," "Carlisle and Silloth Bay," "Devon Val- ley," "Edinburgh and Bathgate," "Leadburn, Linton, and Dolphinton," "Peebles," and "Port Carlisle Dock and Rail- way.")	-	-	-	-	546,515	122,318	2,515,430	3,184,263	2,951	530	3,727	9,937	67,798	175,498	9,996	-	-	1,203,517	715,254	
Glasgow and Milngavie } Junction - - - -	-	-	-	-	7,316	-	-	26,980	34,296	45	1	-	83	-	-	-	-	-	3,322	2,681
Leslie - - - - -	-	-	-	-	629	934	11,215	12,778	13	-	1	13	-	-	8	33	-	-	5,116	6,118
St. Andrews - - -	-	-	-	-	9,823	7,891	38,176	55,390	17	19	82	117	1,732	1,916	192	-	-	-	7,832	6,213
Total from 1st Aug. 1864 to 31st Jan. 1865	-	-	-	-	564,283	130,643	2,591,801	3,286,727	3,026	550	3,810	10,150	69,580	177,422	10,221	-	-	-	1,219,787	730,866

* Returns made up to 31st January 1865.

† Returns made up to 31st August 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.				
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.					EX- PRESS.					RECEIPTS FROM PASSENGERS.										MINERALS.				General Merchandise.	TOTAL Receipts from Goods Traffic.	
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excesses of Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.										
2,804 Mixed, 6,120	2,130	11,144	138,505 Mixed, 66,390	94,654	299,549	2'00	-	-	0'99	-	-	-	6,667	-	-	24,040	1,050	31,757	1,374	3,991	37,122	3,779	6,701	3,234	9,985	34,458	48,222	85,344				
142 Mixed, 2,407	36	2,585	2,483 Mixed, 43,326	580	46,389	2'01	-	-	0'98	-	-	-	688	-	-	2,669	98	3,455	115	197	3,707	442	349	281	630	2,780	3,852	7,615				
Mixed, 1,972	11	1,983	Mixed, 31,552	352	31,904	2'00	-	-	0'99	-	-	-	350	-	-	1,709	67	2,126	63	42	2,231	233	383	518	901	2,181	3,315	5,546				
112 Mixed, 2,407	-	2,519	1,260 Mixed, 27,079	-	28,330	2'04	-	-	0'98	-	-	-	335	-	-	1,573	56	1,964	41	123	2,128	27	82	85	167	683	1,177	3,302				
1,348 Mixed, 8,692	-	5,040	12,627 Mixed, 32,341	-	44,968	2'03	-	-	0'98	-	-	-	570	-	-	2,702	47	3,319	91	49	3,459	104	283	214	497	2,220	2,821	6,293				
64 Mixed, 2,638	239	2,841	1,234 Mixed, 89,446	3,379	94,061	2'00	-	-	0'99	-	-	-	1,832	-	-	9,192	296	11,370	240	163	11,773	1,043	387	826	1,213	7,286	9,542	21,315				
971 Mixed, 1,754	456	3,181	10,427 Mixed, 18,866	4,913	34,206	2'00	-	-	0'96	-	-	-	261	-	-	1,261	51	1,573	43	19	1,635	98	179	213	392	961	1,451	3,086				
2,682 Mixed, 5,131	487	8,280	21,202 Mixed, 40,068	5,838	67,108	2'09	-	-	0'98	-	-	-	461	-	-	2,496	188	3,145	116	106	3,367	87	1,084	266	1,350	1,950	3,287	6,734				
908 Mixed, 1,909	457	3,364	6,583 Mixed, 61,201	1,832	69,616	1'98	-	-	0'98	-	-	-	440	-	-	2,183	81	2,710	79	50	2,839	81	205	147	352	1,454	1,887	4,726				
37,121	3,316	40,937	604,592	111,548	716,140	-	-	-	-	-	-	-	11,660	-	-	47,825	1,934	61,449	2,162	4,740	68,321	5,894	9,653	5,834	15,487	54,273	75,654	143,973				
9,091	2,658	11,749	303,641	96,852	400,493	1'99	1'49	1'00	-	-	-	-	9,861	1,036	26,671	700	38,268	2,040	5,296	45,604	2,723	1,817	3,484	5,301	17,344	25,368	70,972					
3,034	-	3,034	9,102	-	9,102	2'00	-	-	1'00	-	-	-	10	-	-	147	7	164	3	-	167	-	183	7	190	201	391	555				
3,014	2,174	5,188	249,034	193,558	442,592	1'99	1'50	0'99	-	-	-	-	14,514	6,847	19,343	341	41,045	3,751	3,622	48,418	4,872	5,729	170	5,899	32,416	43,187	91,605					
15,139	4,832	19,971	564,777	290,410	852,187	-	-	-	-	-	-	-	24,383	7,883	46,161	1,048	79,477	5,794	8,918	94,189	7,595	7,729	3,661	11,390	49,961	68,946	163,133					
2,570	-	2,570	53,634	-	53,634	2'02	2'90	0'95	-	-	-	-	827	742	3,476	39	5,084	592	97	5,773	230	1,557	56	1,613	5,148	6,991	12,764					
3,420	-	3,420	92,511	-	92,511	1'78	-	-	1'04	-	-	-	832	-	-	6,545	12	7,389	140	-	7,529	2	40,884	33,138	74,022	6,801	80,825	88,356				
64,264	23,691	82,955	714,587	876,058	1,590,645	2'13	1'66	0'98	-	-	-	-	27,285	22,247	67,507	3,284	120,323	10,087	3,003	133,413	6,865	58,052	7,359	65,411	129,265	201,541	334,956					
54,264	23,691	82,955	714,587	876,058	1,590,645	2'13	1'42	0'94	-	-	-	-	22	21	154	9	206	14	-	220	1	235	15	250	649	900	1,129					
54,264	23,691	82,955	714,587	876,058	1,590,645	2'04	1'64	0'95	-	-	-	-	289	161	586	10	1,046	34	55	1,135	39	116	110	226	431	696	1,823					
54,264	23,691	82,955	714,587	876,058	1,590,645	2'13	1'66	0'98	1'79	1'41	68,384	45,576	129,547	6,802	250,309	11,483	4,041	265,333	13,309	-	-	-	108,611	204,165	326,085	591,913						
92,982	53,003	145,985	1,143,563	1,242,759	2,386,322	1'27	-	-	0'85	-	-	-	182	-	-	476	46	704	16	-	720	-	-	-	125	243	368	1,036				
92,982	53,003	145,985	1,143,563	1,242,759	2,386,322	2'13	1'42	0'94	-	-	-	-	20	21	180	8	229	17	-	246	2	-	-	-	251	653	906	1,115				
92,982	53,003	145,985	1,143,563	1,242,759	2,386,322	2'04	1'64	0'95	-	-	-	-	340	189	666	11	1,206	32	55	1,293	32	-	-	-	234	442	708	2,000				
92,982	53,003	145,985	1,143,563	1,242,759	2,386,322	-	-	-	-	-	-	-	68,926	48,786	130,869	6,867	252,448	11,548	4,096	268,092	13,343	-	-	-	109,221	205,503	328,067	596,100				

‡ Exclusive of 4,423½ Union Canal receipts.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1863.	Length of Line open on 31st Dec. 1864.				PASSENGER TRAFFIC.							GOODS TRAFFIC.							
						NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.	Cattle.					Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
Peebles - - -	Leased to the North British.	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Port Carlisle Dock and Railway - - -	Leased to the North British.																			
Port Patrick - - -	Worked by the Caledonian.																			
St. Andrews - - -	Worked by the North British.																			
SCOTTISH CENTRAL - - (Including the "Grief Junction," and "Dunblane, Doune, and Callander.")		113	70	43	113	215,328	244,633	1,013,352	1,473,313	1,102	1,274	5,455	10,718	81,631	230,837	9,797	-	-	529,470	557,665
SCOTTISH NORTH-EAST- ERN (Including the "Ar- broath and Forfar.")		138	115	23	138	106,790	247,531	1,331,318	1,775,639	3,478	674	2,350	9,056	53,687	72,972	-	313,699	115,923	429,622	415,344
Alyth - - -		5	-	5	5	2,365	1,087	26,865	30,317	22	5	-	280	381	165	-	3,125	1,963	5,088	5,325
Total Scottish North- Eastern - - -		113	115	23	113	109,155	248,618	1,338,183	1,805,956	3,500	679	2,350	9,336	54,068	73,137	-	316,824	117,886	434,710	420,669
Strathspey - - -	Worked by the Great North of Scotland.																			
TOTAL SCOTLAND-		2,013	928	1,177	2,106	2,691,301	1,998,949	15,515,205	20,205,455	15,403	8,619	28,419	68,880	482,656	1,241,279	65,329	-	-	13,245,363	4,577,483

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.		EX-PRESS.	RECEIPTS FROM PASSENGERS.							Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.					
						1st Class.	2d Class.		3d Class or Parliamentary.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.													
								d.											d.	d.	d.			d.	£	£	£	
24,079	18,796	42,875	482,560	602,918	1,085,478	1'91	1'42	0'94	-	-	-	28,532	18,758	49,529	1,366	98,185	7,672	10,366	116,223	12,628	-	-	-	47,942	164,003	224,573	340,798	
24,175	34,720	58,895	593,312	827,271	1,420,583	2'00	1'05	0'99	2'44	1'94	-	22,219	17,386	55,250	5,002	99,857	7,090	12,371	119,258	7,409	26,872	9,213	36,085	113,927	157,421	276,613		
Mixed, 8,458	-	3,458	Mixed, 17,291	-	17,291	2'45	1'86	1'00	-	-	-	87	27	500	13	627	63	-	690	14	192	134	326	491	831	1,516		
27,633	34,720	62,353	610,608	827,271	1,437,874	-	-	-	-	-	-	22,306	17,413	55,750	5,013	100,484	7,093	12,371	119,948	7,423	27,064	9,247	36,411	114,418	158,252	278,800		
353,316	339,813	693,129	7,037,897	8,618,529	15,656,426	-	-	-	-	-	-	320,837	194,118	717,076	31,264	1,263,295	87,788	77,607	1,428,690	78,917	-	-	-	995,824	1,262,878	2,337,619	3,776,301	

IRELAND.

RETURNS by the several RAILWAY COMPANIES in IRELAND, showing the TRAFFIC of the respective

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1863.	Length of Line open on 31st Dec. 1864.			PASSENGER TRAFFIC.										GOODS TRAFFIC.									
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.					
													Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.						
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.																
Athenry and Tuam	-	M.	M.	M.	M.	Leased to the Midland Great Western of Ireland.							No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.		
Bagenalstown and Wexford	-	21	-	21	21	Closed on 31st December 1863, and is at present in the hands of the Irish Court of Bankruptcy.																		
Banbridge Junction	-	Leased to the Dublin and Belfast Junction.																						
Banbridge, Lisburn, and Belfast	-	Leased to the Ulster.																						
Belfast and County Down*	-	49	-	49	49	138,306	326,542	272,534	737,472	2,525	48	235	1,061	10,984	3,558	2,450	9,969	13,091	23,050	38,082				
BELFAST AND NORTH-EERN COUNTIES	-	100	7	107	100	95,045	146,121	615,108	856,874	941	918	278	2,044	24,447	8,492	1,313†	31,372	23,333	54,705	145,861				
Carrickfergus and Larne	-	15	-	15	15	6,242	12,349	63,531	82,122	47	14	43	131	3,790	201	99	1,007	-	1,007	14,653				
Londonderry and Coleraine	-	36	-	36	36	18,843	29,788	99,592	148,223	191	217	45	377	4,101	1,550	461	3,919	-	3,919	23,918				
Total, Belfast and Northern Counties	-	154	7	161	154	120,730	188,259	778,234	1,087,219	1,179	1,149	366	2,552	32,338	10,243	1,873	36,298	23,333	59,631	184,432				
Carrickfergus and Larne	-	Worked by the Belfast and Northern Counties.																						
CORK AND BANDON	-	20	-	20	20	9,060	44,553	79,268	132,886	-	86	73	501	1,286	2,125	33,986	-	-	-	35,150				
Cork and Kinsale Junction	-	11	-	11	11	2,537	9,352	25,454	37,343	-	18	3	79	63	119	2,884	-	-	-	3,968				
Total Cork and Bandon	-	31	-	31	31	11,597	53,910	104,722	170,229	-	104	76	580	1,349	2,244	36,870	-	-	-	39,118				
Cork and Kinsale Junction	-	Worked by the Cork and Bandon.																						
Cork and Limerick Direct	-	Worked by the Great Southern and Western.																						
Cork and Youghal	-	33	2	35	33	120,376	139,188	418,390	677,954	352	31	65	840	1,946	3,705	17,911	589	-	589	22,077				
Cork, Blackrock, and Passage†	-	6	-	6	6	73,323	156,228	302,128	536,679	297	-	-	661	-	-	-	-	-	-	-				
Dublin and Belfast Junction	-	56	56	-	56	46,223	71,571	139,641	257,435	-	863	1,951	2,743	10,257	6,878	6,470	-	-	-	122,602§				
Banbridge Junction	-	7	-	7	7																			
Dublin and Drogheda	-	75	32	43	75	95,627	160,040	437,322	692,989	214	470	1,981	2,918	30,167	35,129	25,523	-	-	-	80,041				
Dublin and Kingstown	-	Leased to the Dublin, Wicklow, and Wexford.																						
Dublin and Meath	-	23	-	35	35	17,960	20,415	68,633	127,008	7	28	1,206	1,554	19,893	33,526	4,164	2,632	482	3,114	9,767				
DUBLIN, WICKLOW, AND WEXFORD	-	85	12	73	85	184,631	379,546	631,958	1,196,135	937	117	999	2,737	7,722	7,698	19,052	2,610	84,986	87,596	51,455				
Dublin and Kingstown	-	6	6	-	6	182,453	1,072,696	1,171,163	2,426,312	2,473	-	-	2,745	-	-	-	-	-	-	-				
Total Dublin, Wicklow, and Wexford	-	91	18	73	91	367,084	1,452,242	1,808,121	3,622,447	3,460	117	999	5,482	7,722	7,698	19,052	2,610	84,986	87,596	51,455				
Finn Valley	-	Worked by the Irish North-Western.																						
Great Northern and Western of Ireland	-	Worked by the Midland Great Western of Ireland.																						
GREAT SOUTHERN AND WESTERN	-	373	188	199	337	154,634	256,024	523,471	939,159	-	825	7,682	6,939	97,039	111,977	177,153	49,392	-	49,392	268,410				
Cork and Limerick Direct	-	17	-	17	17	6,723	13,773	34,562	55,058	-	24	370	233	1,868	2,671	9,666	1,186	-	1,186	24,775				
Total Great Southern and Western	-	390	188	216	404	161,357	269,797	558,033	994,217	-	849	8,052	7,172	98,907	114,648	186,819	50,578	-	50,578	293,185				
IRISH NORTH-WESTERN (Including the Londonderry and Enniskillen.)	-	131	9	122	131	21,826	59,314	230,566	311,706	21	114	736	1,094	29,793	7,773	37,654	-	-	-	129,066				
Clones and Cavan Branch	-	15	-	15	15	2,312	3,827	20,470	26,609	-	14	217	217	5,670	1,430	13,727	-	-	-	8,116				
Finn Valley	-	13	-	13	13	1,760	4,655	34,725	41,140	1	21	7	7	771	492	2,121	-	-	-	8,391				
Total Irish North-Western	-	159	9	150	159	25,898	67,796	285,761	379,455	22	149	960	1,318	36,234	9,745	53,808	-	-	-	145,573				
Limerick and Castleconnell	-	Worked by the Waterford and Limerick.																						
Limerick and Ennis	-	Worked by the Waterford and Limerick.																						

* Return for the year ending 31st January 1865. † And 18,018 Geese. ‡ Return for the year ending 31st October 1864.

IRELAND.

RAILWAYS in PASSENGERS and GOODS during the Year ended 31st December 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.							Receipts from Mails.	TOTAL Receipts from Passenger Trains.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.			
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Coal and Coke.				Other Minerals.	TOTAL.						
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
22,349	1,171	23,520	192,301	24,851	217,152	1'56	1'13	0'72	-	-	6,092	8,902	10,135	2,740	27,878	1,218	200	29,296	624	712	944	1,656	7,865	10,145	30,444			
8,262	1,256	9,518	311,980	91,055	403,035	2'02	1'43	0'90	-	-	9,892	10,678	24,010	1,322	45,902	2,874	2,950	51,726	1,501	4,712	1,426	6,138	34,206	41,845	93,577			
Mixed, 2,282	-	2,282	53,251	-	33,251	1'85	1'31	0'88	-	-	424	576	1,659	39	2,598	114	-	2,712	68	144	-	144	1,800	1,512	4,320			
6,432	576	7,008	77,690	20,856	98,546	1'96	1'47	0'94	-	-	2,320	2,397	4,105	261	9,083	424	1,300	10,807	236	463	-	463	4,642	5,346	16,151			
16,976	1,832	18,808	422,921	111,911	534,832	-	-	-	-	-	12,636	13,651	29,674	1,622	57,583	3,412	4,260	65,245	1,805	6,324	1,426	6,750	40,148	48,703	113,941			
3,497	2,845	6,342	69,940	56,900	126,840	2'10	1'56	0'86	-	-	1,142	4,073	3,908	-	9,123	618	1,296	11,037	1,067	-	-	-	7,379	8,446	19,485			
673	521	1,194	7,403	5,731	13,134	1'57	1'00	0'56	-	-	183	433	651	-	1,267	56	-	1,323	49	-	-	-	511	580	1,889			
4,170	3,366	7,536	77,343	62,681	139,974	-	-	-	-	-	1,325	4,506	4,859	-	10,390	674	1,296	12,360	1,116	-	-	-	7,890	9,006	21,306			
7,443	314	7,757	156,877	7,100	163,977	1'89	1'41	0'92	-	-	5,243	4,233	9,074	624	19,174	465	1,150	20,789	719	75	-	75	3,861	4,655	25,444			
10,072	-	10,072	62,941	-	62,941	1'63	1'22	0'81	-	-	1,830	2,802	3,575	688	8,995	252	40	9,287	-	-	-	-	-	-	9,287			
4,920	1,991	6,911	171,454	102,375	273,829	2'30	1'72	0'98	-	-	15,077	14,381	11,975	-	41,433	3,142	5,917	50,492	1,297	-	-	-	19,561	20,858	71,351			
13,507	1,522	15,029	322,469	41,495	363,964	1'56	1'16	0'75	-	-	14,328	14,959	20,512	864	50,693	3,984	4,510	59,187	3,606	-	-	-	22,871	20,477	85,606			
2,690	277	2,967	132,365	8,320	140,685	1'98	1'48	0'98	-	-	2,209	1,677	4,361	27	8,274	609	-	8,883	1,860	269	44	313	2,037	4,210	13,099			
20,239	2,894	23,133	300,428	109,925	410,353	1'99	1'50	0'98	-	-	12,315	17,260	21,354	3,034	53,963	3,453	2,839	60,235	2,164	243	10,293	10,516	15,134	27,814	58,122			
32,418	-	32,418	195,597	-	195,597	2'15	1'62	0'96	-	-	6,796	26,959	17,269	8,032	59,056	1,057	1,860	61,973	-	-	-	-	-	-	61,973			
32,687	2,894	35,581	496,025	109,925	605,950	-	-	-	-	-	19,111	44,219	33,623	11,066	113,019	4,540	4,699	122,258	2,164	243	10,293	10,516	15,134	27,814	150,101			
6,933	7,123	14,056	926,647	586,750	1,513,397	2'20	1'65	0'99	-	-	70,003	69,344	80,353	-	219,708	20,773	31,201	271,687	30,342	9,318	-	9,318	125,143	164,508	436,400			
1,916	626	2,542	32,572	10,642	43,214	1'74	1'41	0'81	-	-	1,108	1,532	2,298	-	4,938	255	-	5,196	406	99	-	99	4,633	5,138	10,333			
8,849	7,749	16,598	959,219	507,592	1,466,811	-	-	-	-	-	71,116	70,876	82,654	-	224,646	21,036	31,201	276,853	30,748	9,417	-	9,417	129,791	169,916	440,620			
6,470	3,251	9,721	367,675	143,000	510,675	2'00	1'50	0'99	-	-	6,036	9,217	19,100	265	34,618	1,932	4,710	41,260	3,332	-	-	-	30,401	42,733	83,098			
1,432	586	2,018	22,470	18,686	41,156	2'00	1'58	1'00	-	-	272	368	1,209	-	1,849	129	-	1,978	436	-	-	-	1,591	2,027	4,003			
1,436	715	2,151	18,675	9,334	28,009	2'10	1'57	1'00	-	-	198	361	1,522	4	2,085	66	-	2,151	58	-	-	-	1,212	1,270	3,421			
9,338	4,352	13,890	108,820	171,020	279,840	-	-	-	-	-	6,506	9,946	21,331	269	33,532	2,127	4,710	45,389	3,226	-	-	-	42,204	46,030	91,119			

§ Including minerals.

|| Exclusive of 816*l*. Tolls paid by the Dublin and Meath Company.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1863.	Length of Line open on 31st Dec. 1864.			PASSENGER TRAFFIC.							GOODS TRAFFIC.						
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.		
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.
<i>Limerick and Foynes</i> -	M.	M.	M.	M.	Worked by the Waterford and Limerick.					No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.
<i>Londonderry and Coleraine</i> -					Leased to the Belfast and Northern Counties.													
<i>Londonderry and Enniskillen</i> -					Leased to the Irish North-Western.													
<i>Londonderry and Lough Swilly</i> -	9	-	15	15	4,353	6,893	36,479	47,725	12	2	5	139	785	434	5,069	353	-	358
<i>MIDLAND GREAT WESTERN OF IRELAND</i> -	242	115	130	245	62,722	130,683	337,493	530,900	50	129	2,545	2,792	76,830	124,821	70,452	9,290	-	9,290
<i>Athenry and Tuam</i> -	18	-	16	16	1,800	5,654	16,513	23,967	-	1	34	67	1,475	6,483	12,019	398	-	398
<i>Great Northern and Western of Ireland</i> -	72	-	72	72	5,689	12,031	77,838	95,581	-	9	183	216	13,995	18,602	31,998	1,432	-	1,432
<i>Total Midland Great Western of Ireland</i> -	330	115	243	533	70,811	148,393	484,844	650,143	50	139	2,762	3,075	92,309	149,906	114,469	11,120	-	11,120
<i>Newry and Armagh</i> -	4	-	21	21	18,075	40,860	81,413	140,348	-	27	41	124	48	84	1,643	15,012	-	15,012
<i>Newry, Warrenpoint, and Rostrevor</i> -	6	-	6	6	20,680	14,531	62,323	97,534	40	-	10	213	416	1,112	5,260	-	-	19,064
<i>Portadown, Danganmon, and Omagh Junction</i> -					Leased to the Ulster.													
<i>ULSTER</i> -	65	49	16	65	100,200	249,212	451,655	801,070	793	263	2,031	2,107	38,932	12,932	20,471	27,674	-	27,674
<i>Banbridge, Lisburn, and Belfast</i> -	15	-	15	15	9,596	23,737	67,080	102,403	50	19	133	166	3,708	294	2,302	5,183	-	5,183
<i>Portadown, Danganmon, and Omagh Junction</i> -	41	-	41	41	11,389	30,183	70,126	120,698	25	40	571	670	10,988	4,856	4,981	2,250	-	2,250
<i>Total Ulster</i> -	121	49	78	121	121,175	314,132	588,864	1,024,171	873	321	2,735	2,943	53,623	18,082	27,754	35,107	-	35,107
<i>Waterford and Kilkenny</i> -					Leased to the Waterford and Limerick.													
<i>WATERFORD AND LIMERICK</i> -	77	22	55	77	41,035	86,476	143,907	271,418	-	157	2,266	1,713	15,299	16,954	124,547	12,582	-	12,582
<i>Limerick and Castleconnell</i> -	13	-	13	13	7,100	15,281	49,511	71,892	-	6	97	181	1,439	1,697	8,564	1,601	-	1,601
<i>Limerick and Ennis</i> -	25	-	25	25	7,240	16,963	32,660	56,863	-	37	178	135	6,645	3,918	23,813	175	-	175
<i>Limerick and Foynes</i> -	26	-	26	26	7,953	14,205	51,660	73,818	-	8	32	166	3,989	390	12,188	1,763	-	1,763
<i>Waterford and Kilkenny</i> -	30	-	31	31	9,831	25,483	38,216	73,530	-	33	285	624	3,006	8,319	54,978	7,262	-	7,262
<i>Total Waterford and Limerick</i> -	171	22	150	172	73,159	153,408	315,954	547,521	-	246	2,878	2,819	30,433	31,278	224,090	23,333	-	23,333
<i>Waterford and Tramore</i> -	8	-	8	8	51,840	-	59,358	111,193	151	-	-	501	31	5	231	146	730	876
<i>TOTAL IRELAND</i> -	1,741	498	1,200	1,794	1,448,064	3,589,204	6,769,751	11,802,949	9,182	4,053	24,325	36,695	427,447	428,275	733,155	187,742	122,022	310,364

RAILWAYS :—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1864.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.						ALL TOTAL RECEIPTS FROM SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.	RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Trains.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.			
						1st Class.	2d Class.	3d Class or Parliamentary.		1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.	TOTAL.						
£	£	£	£	£	£	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
2,077	768	2,845	24,606	11,520	36,216	1'94	1'34	0'88	-	-	204	262	918	10	1,394	32	-	-	1,426	129	18	-	-	18	1,017	1,164	2,565
4,074	5,237	15,911	624,133	364,339	988,472	2'15	1'70	1'00	-	-	23,628	28,703	54,073	294	106,698	9,638	14,914	131,250	29,008	2,136	-	-	-	2,136	63,078	94,222	225,476
2,998	28	3,026	46,468	433	46,901	2'34	1'68	0'97	-	-	212	439	773	-	1,424	77	50	1,551	412	35	-	-	-	35	791	1,238	2,786
1,388	708	2,096	72,785	50,667	123,452	2'24	1'68	0'99	-	-	1,881	2,239	8,618	-	12,738	737	2,446	15,921	3,336	106	-	-	-	106	7,136	10,578	26,434
5,060	5,973	21,033	743,386	415,439	1,158,825	-	-	-	-	-	23,721	31,381	63,464	294	120,860	10,452	17,410	143,722	32,756	2,277	-	-	-	2,277	71,005	106,038	254,763
4,090	1,452	5,542	40,196	10,650	50,846	1'47	1'29	0'80	-	-	499	791	1,073	-	2,363	158	-	2,521	37	830	-	-	-	830	1,774	2,641	5,165
5,338	-	5,338	32,280	-	32,280	1'50	1'16	0'83	-	-	1,053	615	1,679	107	3,454	96	-	3,550	88	-	-	-	-	-	1,950	2,033	5,583
3,334	3,872	12,206	293,912	151,481	445,393	1'98	1'49	0'96	-	-	11,321	18,195	22,021	1,126	52,663	3,005	4,137	59,805	3,501	3,982	-	-	-	3,982	43,485	50,968	110,773
2,335	640	3,475	43,257	9,777	53,034	1'96	1'43	0'91	-	-	697	1,189	2,013	54	3,953	198	63	4,214	145	422	-	-	-	422	2,000	2,567	6,789
3,369	956	4,225	109,894	30,232	140,126	2'01	1'51	0'98	-	-	1,903	3,629	4,069	25	9,626	625	100	10,351	669	190	-	-	-	190	7,943	8,802	10,115
4,438	5,468	19,906	447,063	191,490	638,553	-	-	-	-	-	13,981	23,013	28,103	1,205	66,242	3,328	4,300	74,370	4,315	4,594	-	-	-	4,594	53,428	62,337	156,765
3,196	911	4,107	213,467	63,193	276,570	2'20	1'66	1'00	-	-	6,861	10,485	8,443	-	25,809	3,156	2,930	31,895	8,659	2,168	-	-	-	2,168	23,402	34,220	66,112
3,256	12	3,268	23,527	93	23,620	2'27	1'72	0'97	-	-	288	480	899	-	1,667	79	7	1,753	108	60	-	-	-	60	752	920	2,072
1,506	13	1,909	46,924	302	47,226	1'96	1'49	0'98	-	-	1,091	1,921	2,216	-	5,228	280	30	5,538	1,199	21	-	-	-	21	2,998	4,218	9,776
1,542	43	1,585	40,306	759	41,065	1'76	1'26	0'76	-	-	672	902	2,373	-	3,947	194	-	4,141	530	187	-	-	-	187	1,169	1,886	6,035
2,024	644	2,668	62,744	19,964	82,708	2'33	1'67	0'99	-	-	2,015	3,729	1,956	-	7,700	489	556	8,745	3,083	1,322	-	-	-	1,322	6,036	10,441	19,133
11,914	1,623	13,537	391,968	84,221	476,189	-	-	-	-	-	10,947	17,517	15,837	-	44,351	4,198	3,523	52,072	13,579	3,753	-	-	-	3,753	31,357	51,694	103,771
5,332	-	5,332	39,019	-	39,019	1'37	-	0'96	-	-	2,470	-	1,919	388	4,727	59	55	4,841	10	6	73	79	160	240	5,005		
21,270	40,952	252,222	5,121,343	1,950,340	7,071,683	-	-	-	-	-	210,388	263,761	350,016	19,863	844,028	60,282	83,281	987,571	98,679	27,523	12,785	40,313	455,043	501,005	1,581,131		

PART III.

WORKING EXPENDITURE, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, of their respective WORKING EXPENDITURE during the YEAR ended 31st December 1864, and of the whole of the ROLLING STOCK of the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS.

For the guidance of the various Railway Companies, and to ensure uniformity in the information given in the accompanying Return, each Company was directed, in making up the "Length of Line open," to exclude the length of those lines over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines;" and in returning the sums paid as "Compensation for Personal Injury, &c.," and "Compensation for Damage and Loss of Goods," to exclude the "Legal Expenses" connected therewith. Such "Legal Expenses," it was stated, should be included under the head of "Legal and Parliamentary Expenses." In the case of "Scotch Railways," it was requested that "Feu Duties" might be included under the head of "Miscellaneous."

The Companies were also directed to include in their Returns the sums paid out of "Renewal Account" or "Reserve Fund" of any kind, and to state the amounts so paid under the several heads to which they were applicable, but to exclude "Interest on Loans."

All "Steam Boat," "Canal," and "Harbour" Expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures given in this Return rests with the several Railway Companies.

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RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in ENGLAND and WALES during the
YEAR ended 31st December 1864.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.							
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.			
Aberdare - - - -	Leased to the Taff Vale.																No.	No.	No.	No.	No.	No.		
Aberystwith and Welsh Coast - - - - }	Worked by the Cambrian.																							
Abingdon - - - -	Worked by the Great Western.																							
Belford and Cambridge -	Worked by the London and North-Western.																							
Berks and Hants Eastern -	Worked by the Great Western.																							
Birkenhead - - - -	Vested jointly in the Great Western and London and North-Western.																							
Birmingham, Wolverhampton, and Stour Valley - - - - }	Leased to the London and North-Western.																							
Bishops Waltham - - -	Worked by the London and South-Western.																							
Blackpool and Lytham -		8	277	386	65	836	123	133	-	-	-	-	170	1,970	3,400	1,430	58	2	18	-	4	-	2	
Blyth and Tyne - - -		36	6,153	19,076	9,828	7,685	1,289	650	265	-	-	-	4,215	48,661	103,812	55,151	46	27	37	6	66	2,099	2,831	
Bodmin and Wadebridge -		14	369	436	314	520	80	6	-	-	-	-	274	1,949	2,126	177	91	3	4	1	67	-	71	
Bognor - - - -	Worked by the London, Brighton, and South Coast.																							
Court-on-the-Water - -	Worked by the Great Western.																							
Brecon and Merthyr Tydfil Junction - - }	19 This Line is worked by Messrs. Savin and Ward, and the Company cannot make a return.																							
Bridport - - - -	Leased to the Great Western.																							
Bristol and Exeter - - (Including the "West Somerset.")		121	32,238	45,591	12,632	45,586	9,583	7,575	2,671	917	3,216	8,200	168,209	339,312	171,103	49	64	141	76	989	55	1,321		
Bristol and South Wales Union - - - - }	Worked by the Great Western.																							
Brydon Ferry Floating Dock - - - - }	Worked by the Vale of Neath.																							
Buckinghamshire - - -	Leased to the London and North-Western.																							
Calne - - - -	Worked by the Great Western.																							
Cambrian, including the Aberystwith and Welsh Coast - - - - }	128 Leased to Mr. Savin; the Company can make no return.																	37	89	29	1,049	-	1,205	
Cannock Mineral - - -	Worked by the London and North-Western.																							
Cardmarthen and Cardigan -		19	-	1,486	174	2,203	39	34	-	-	-	-	3,936	5,911	1,975	67	4	4	3	150	-	161		
Cheshire Midland - - -		13	1,756	3,197	-	2,996	149	123	-	-	-	-	180	8,401	10,869	2,468	77	{ Provided by the "Manchester, Sheffield and Lincolnshire Company." }						
Chester and Holyhead - -	See "London and North-Western."																							
Cleveland - - - -	Worked by the West Hartlepool.																							
Dockermouth and Workington - - }		9	1,158	1,803	1,122	2,366	95	130	410	-	-	-	740	7,824	15,625	7,801	40	5	7	3	504	-	519	
Colchester, Stour Valley, Sudbury, and Halstead }	Leased to the Great Eastern.																							
Coleford, Monmouth, Usk, and Pontypool - - }	Leased to the Great Western.																							
Colne Valley and Halstead - - }		19	1,320	2,355	105	2,349	268	110	-	-	50	-	184	7,244	8,655	1,411	83	3	10	3	28	1	45	
Conway and Llanrwst - -	See "London and North-Western."																							
Cornwall - - - -		66	10,704	22,686	1,560	9,425	734	2,037	-	-	267	46	3,921	51,380	90,558	39,178	56	{ Worked by contract 2 }		46	21	147	8	225
Cowes and Newport - -		5	1,600	{ Line worked by contract. }			100	185	-	-	-	-	-	1,885	4,480	2,595	42		4	-	4	-	10	
Cromford and High Peak -	84 Leased to the London and North-Western.																							
Darimouth and Torbay - -	Worked by the South Devon.																							

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.				
Denbigh, Ruthin, and } Corwen	19	955	1,557	-	929	115	112	-	-	-	-	861	4,529	4,146	Deficiency 383 Deficiency 2,209	109	Worked by the Vale of Clwyd.					3
Dowlais	2	1,213	1,204	-	-	47	-	-	-	-	-	1,101	3,655	1,446			253	3	-	-	-	
East Grinstead	-	Leased to the London, Brighton, and South Coast.																				
East Lincolnshire	-	See the "Great Northern."																				
East Somerset	-	Worked by the Great Western.																				
Ely Valley	-	Worked by the Great Western.																				
Exeter and Crediton	-	Leased to the London and South-Western.																				
Exeter and Exmouth	-	Worked by the London and South-Western.																				
Faringdon	-	Worked by the Great Western.																				
Festiniog*	13	4,219	1,950	799	-	735	203	-	-	-	1,136	657	9,699	12,460	2,761	78	2	-	-	587	-	589
Fleetwood, Preston, and } West Riding Junction	8	412	940	657	171	381	13	-	29	-	-	451	3,054	6,771	3,717	45	2	25	2	131	-	160
Furness	53	34,589	18,619	8,867	16,807	1,864	538	85	136	64	5,915	87,484	169,251	81,767		52	24	52	9	1,695	14	1,794
Garston and Liverpool	-	Included in the Manchester, Sheffield, and Lincolnshire.																				
Gloucester and Dean } Forest	-	Leased to the Great Western.																				
Great Eastern (Including the "Colechester, Stour Valley and Halstead," "Lowestoft," "Lynn and Hunstanton," "Northern and Eastern," "Royston and Hitchin," "Tendring Hundred," and "Ware, Had- ham, and Buntingford.")	692	159,536	240,417	57,913†	266,585	34,545	26,217	5,236	4,874	3,369	37,187	835,879	1,607,671	771,792		52	376	1,242	481	8,850	170	11,110
GREAT NORTHERN (Including the "East Lincolnshire," "Horn- castle," "Leeds, Bradford, and Halifax," "Norwich and Spalding," "Notting- ham and Grantham," "Ramsey," "Stamford and Easington," and so much of the "West Yorkshire," as is borne by the Great Northern Company.)	421	187,404	274,943	75,825	206,710	29,953	23,763	28,378	-	19,123	66,831	912,935	1,803,869	-	-	340	671	285	9,466	-	-	10,762
West Yorkshire	16	2,597	1,393	425	2,644	812	-	-	21	-	201	8,093	-	-	-	5	-	-	-	183	4	192
Total of Great Northern	437	190,001	276,336	76,250	209,354	30,765	23,763	28,378	21	19,123	67,032	921,028	1,803,869	882,844		52	313	671	285	9,649	4	10,954
Great North of England, Clarence and Hartle- pool Junction	-	Leased to the North-Eastern.																				
GREAT WESTERN† (Including the "Abingdon," "Berkshire Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Coleford, Monmouth, Usk, and Pontypool," "East So- merset," "Ely Valley," "Gloucester and Dean Forest," "Hammersmith and City," "Hereford, Ross, and Gloucester," "Leo- minster and Kington," "Marlborough," "Mil- ford," "Much Wenlock," "Severn Valley," "Stour- bridge," "Stratford-on- Avon," "Tenbury and Bewdley," "Vale of Llan- gollen," "Wellington and Severn Junction," "Wit- ney" and the "Wycombe," and half of the "Birken- head," "Shrewsbury and Hereford," and the "Ten- bury," and part of the "West London Extension.")	1,225	338,676	412,458	167,750	521,208	51,806	57,727	6,160	19,301	18,217	56,825	1,650,128	3,494,032	1,843,904		47	697	1,249	739	13,608	1,244	17,537
Calne‡	5	687	1,000	200	612	79	48	-	-	-	-	2,026	2,746	120	95							
Faringdon‡ (From the 1st of June.)	4	300	554	117	634	13	25	-	-	48	-	1,721	1,364	Deficiency 357	126							
Nantwich and Mar- ket Drayton‡	11	-	734	269	737	15	55	-	2	-	-	1,812	2,889	1,077	63							
Total of Great Western	1,245	339,668	414,776	168,336	523,191	51,913	57,855	6,160	19,303	18,265	56,825	1,656,287	3,501,231	1,844,744		47						
Hammersmith and City	-	Worked by the Great Western.																				
Hampstead Junction	-	See "London and North-Western."																				

* Return made up for year ending 30th June 1864.

† Including the expense of providing rolling stock for the London, Tilbury, and Southend.

‡ Return for year ending 31st January 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Coaching.				Waggons of all kinds used for the conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.			
														Carriages used for the Conveyance of Passengers only.							Other Vehicles attached to Passenger Trains.		
Hereford, Hay, and Brecon	26	Worked by Mr. Savin; Company have no account of working expenses.																No.	No.	No.	No.	No.	No.
Hereford, Ross, and Gloucester		See the "Great Western."																					
Horncastle		Worked by the Great Northern.																					
Hull and Hornsea	13	{ Maintained by Contractors.	1,288	-	1,977	6	137	-	2	-	215	5,625	6,034	2,419	60	Provided by the North-Eastern Company.		19	-	-	1		
Hull and Selby																							
Isle of Wight	8	435	493	-	519	5	161	-	-	-	215	1,828	3,577	1,749	51	3	24	-	30	-	5		
Kendal and Windermere		Leased to the London and North-Western.																					
Kent Coast		Worked by the London, Chatham, and Dover.																					
Knighton		Worked by the London and North-Western.																					
LANCASHIRE AND YORKSHIRE	403	148,779	184,201	73,444	356,490	35,816	22,120	15,374	2,748	13,053	23,106	875,131	1,964,777	1,080,646	44	398	1,209	238	11,158	23	13,020		
Preston and Wyre	28	9,308	11,918	-	11,223	938	1,458	700	-	600	739	36,884	73,189	36,305	50								
Total Lancashire and Yorkshire	431	158,087	196,119	73,444	367,713	36,754	23,578	16,074	2,748	13,653	23,845	912,015	2,037,966	1,117,051	45								
Lancaster and Carlisle		Leased to the London and North-Western.																					
Leeds, Bradford, and Halifax Junction		Worked by the Great Northern.																					
Leominster and Kington		Worked by the Great Western.																					
Liskeard and Caradon	10	2,843	758	4,419	-	121	-	-	-	-	286	8,427	8,386	{ Deficiency 41	100	2	-	-	51	-	53		
Manly Railway and Dock (Including the "Vale of Towy.")	47	4,145	4,949	871	4,834*	453	70	-	120	61	1,671	17,174	32,175			15,061	53	12	17	-	477	3	509
Mantrissant and Taff Vale Junction		Worked by the Taff Vale.																					
Llynvi Valley	21	1,344	1,967	16	1,896	772	59	-	-	564	1,106	7,224	20,529	13,305	35	3	2	-	5	2	12		
London and Blackwall	5	5,788	8,149	2,383	12,771	4,008	3,439	500	-	161	5,575	42,774	102,470	59,696	41	11	43	-	11	1	66		
London and Greenwich		Leased to the South-Eastern.																					
London, and North-Western (Including the "Bedford and Cambridge," "Birmingham, Wolverhampton and Stour Valley," "Buckinghamshire," "Canoeck Mineral," "Chester and Holyhead and Branches," "Conway and Llanrwst," "Cromford and High Peak," "Hampstead Junction," "Kendal and Windermere," "Knighton," "Lancaster and Carlisle," "Merthyr, Tredegar, and Abergavenny," "North Union," "St. George's Harbour," "St. Helen's Canal and Railway," "Shrewsbury and Welchpool," "Shropshire Union," "South Leicestershire," "South Staffordshire and Branches," "Stockport, Disley, and Whaley Bridge," "Warrington and Stockport," "Watford and Rickmansworth," "West London," and half of the "Birkenhead and Branches," "Shrewsbury and Hereford," and "Tenbury.")	1,274	423,700	679,404	199,205	817,816	80,875	77,594	21,150	37,511	56,005	111,154	2,584,414	5,871,866	3,387,452	43	1,187	2,081	1,097	19,101	1,637	25,103		
London and South-Western (Including the "Bishops Cleeve," "Exeter and Crediton," "Exeter and Exmouth," "Lymington," "Ringwood, Christchurch, and Bournemouth," "Salisbury and Yeovil," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier," and the "Thames Valley.")	529	147,970	188,963	41,149	218,105	31,279	34,272	3,144	1,579	17,574	28,528	712,553	1,411,818	890,265	50	207	985	378	4,319	3	5,892		
London, Brighton, and South Coast (Including the "Bognor," "East Grinstead," "Wimbledon and Croydon," and part of the "Victoria Station and Pimlico.")	249	54,156	148,543	33,040	185,081	34,764	26,745	8,851	2,213	3,612	13,957	510,962	985,925	474,963	52	203	1,056	333	2,863	7	4,462		

* Inclusive of 1,460l. for hire and purchase of waggons.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.											
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching.		Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.						
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.									
London, Chatham, and Dover - (Including the "Kent Coast," "Mid Kent (Bromley to St. Mary Cray)," "Sevenoaks, Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of the "Victoria Station and Fimlico.")	127	35,492	69,310	14,365	75,395	9,482	7,611	2,100	1,840	85	8,601	224,341	378,952	154,611	59	No. 88	No. 367	No. 80	No. 786	No. 40	No. 1,861						
Londonderry (Seaham) to Sunderland - (Private property.)	7	1,753	4,655	860	301	330	174	-	-	-	868	9,031	20,017	10,986	45	9	12	-	-	-	21						
London, Tilbury and Southend -	44	8,621	10,231	-	16,270	1,142	1,157	78	22	3	850	38,354	61,255	22,901	62	{ Supplied by the Great Eastern Company who work the Line under a contract.											
Lowestoft - - -	Included in the Great Eastern.																										
Lymington - - -	Worked by the London and South-Western.																										
Lynn and Hunstanton -	Worked by the Great Eastern.																										
Manchester, Buxton, Matlock, and Midlands Junction -	Worked by the Midland.																										
Manchester, Sheffield, and Linc. - (Including the "Garston and Liverpool" and the "South Yorkshire and River Dun.")	242	67,926	100,827	31,441	118,229	11,967	6,811	2,369	504	2,331	31,203	368,638	815,207	446,509	45	179	350	102	6,303	84	7,018						
Manchester, South Junction, and Altrincham - (Joint property of the "London and North-Western," and "Manchester, Sheffield, and Linc.")	9	4,768	7,240	2,217	9,166	1,559	1,340	2,205	-	469	1,170	30,134	71,900	41,775	42	-	70	1	101	2	174						
Marlborough - - -	Worked by the Great Western.																										
Maryport and Carlisle -	23	9,987	12,161	4,292	2,933	929	644	-	27	64	5,704	36,741	82,473	45,732	44	16	26	12	909	6	969						
Merthyr, Tredegar, and Abergavenny -	Leased to the London and North-Western.																										
Metropolitan - - -	4	5,489	11,079	-	20,647	4,190	4,308	-	-	-	-	45,713	116,644	70,931	39	18	84	-	-	-	52						
Mid-Kent (Bromley to St. Mary's Cray) -	Leased to the London, Chatham, and Dover.																										
MIDLAND - - - (Including the "North-Western," "Redditch," and "Tewkesbury and Malvern.")	879	186,480	345,392	95,174	305,699	41,531	22,384	12,516	7,490	17,778	85,276	1,119,770	2,601,998	1,482,223	43	{	512	982	474	11,327	599	13,894					
Manchester, Buxton, Matlock, and Midlands Junction -	12	3,481	3,600	-	2,379	120	339	-	4	-	394	10,317	21,708	11,391	47		474										
Total Midland -	694	189,961	348,992	95,174	308,078	41,701	22,723	12,516	7,494	17,778	85,670	1,130,087	2,623,704	1,493,614	43	{	Supplied by the North London and London and South-Western.										
Mid-Wales - - -	47	Not opened until about the middle of October.																									
Milford - - -	Worked by the Great Western.																										
Monmouthshire - -	49	26,968	21,833	4,607	14,653	4,082	217	687	776	498	4,673	78,994	143,179	64,185	55							32	37	8	378	-	455
Much Wenlock and Severn Junction -	Worked by the Great Western.																										
Nantwich and Market Drayton -	Worked by the Great Western.																										
North and South Western Junction -	5	2,368	-	-	2,511	235	323	72	-	5	-	5,514	14,602	9,088	38	{											
North-Eastern - (Including the "Great North of England, Clarence, and Hartlepool," and "Hull and Selby.")	1,085	268,181	484,969	230,750	276,249	56,235	25,309	-	20,342	10,037	101,612	1,473,684	3,116,790	1,643,106	47							663	1,141	440	47,031	444	49,719
Northern and Eastern -	Leased to the Great Eastern.																										
North London - -	9	15,277	44,990	10,643	26,868	2,570	2,763	958	18	5,109	4,623	113,824	221,506	107,682	51	48	233	5	448	9	743						
North Staffordshire -	144	37,175	44,337	14,188	41,705	3,398	2,834	304	332	4,292	13,120	161,685	313,945	152,260	51	70	177	114	3,643	3	4,007						
North Union - -	Leased to the Lancashire and Yorkshire and London and North-Western.																										
North-Western - -	Leased to the Midland.																										
Norwich and Spalding -	Worked by the Great Northern.																										
Nottingham and Grantham -	Leased to the Great Northern.																										

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.						
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.		
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.					
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	5	1,691	4,091	-	2,635	65	51	-	-	-	284	8,517	6,730	{ Deficiency 2,087 }	131	{ Provided by the Manchester, Sheffield, and Lincolnshire Company.							
Pembroke and Tenby	12	490	577	*	762	48	179	-	-	1	-	93	2,150	3,946	1,796	54	2	8	1	16	-	27	
Penarth Harbour, Dock, and Railway	6	1,019	1,170	-	399	-	-	-	-	-	-	3,099	5,687	9,218	3,531	62	3	-	-	-	30	33	
Ramsey	-	Worked by the Great Northern.																					
Redditch	-	Leased to the Midland.																					
Redruth and Chasewater	9	1,103	1,514	865	5,487	204	-	-	-	-	-	1,110	10,283	12,139	1,856	84	3	-	-	115	-	118	
Rhymney	24	3,233	9,983	513	5,343	683	34	11	6	53	2,780	22,639	57,354	34,715	39	18	28	5	54	10	115		
Ringwood, Christchurch, and Bournemouth	-	Worked by the London and South-Western.																					
Royston and Hitchin	-	Leased to the Great Northern but worked by the Great Eastern.																					
St. George's Harbour	-	Included in the London and North-Western.																					
St. Helen's Canal and Railway	-	Included in the London and North-Western.																					
Salisbury and Yeovil	-	Leased to the London and South-Western.																					
Saundersfoot Railway and Harbour	7	362	-	-	-	60	-	-	-	-	-	422	895	473	47	-	-	-	-	-	-		
Sevenoaks, Maidstone, and Tunbridge	-	Worked by the London, Chatham, and Dover.																					
Severn Valley	-	Leased to the Great Western.																					
Shrewsbury and Hereford	-	Included in the Great Western and London and North-Western.																					
Shrewsbury and Welshpool	-	Worked by the London and North-Western.																					
Shropshire Union	-	Leased to the London and North-Western.																					
Sittingbourne and Sheerness	-	Leased to the London, Chatham, and Dover.																					
Somerset and Dorset	66	5,420	7,559	1,647	8,441	510	701	92	-	65	5,523	29,958	38,301	8,343	78	15	40	22	417	24	518		
South Devon (Including the "Dartmouth and Torbay," and the "South Devon and Tavistock.")	81	20,950	41,354	6,698	28,115	2,495	4,225	616	257	3,364	-	108,074	204,918	96,844	53	{ Supplied by contract }		88	43	277	-	408	
South Devon and Tavistock	-	Leased to the South Devon.																					
South-Eastern† (Including the "London and Greenwich.")	291	100,072	145,274	48,656	178,362	45,939	27,995	6,297	1,812	7,943	43,186	605,586	1,106,187	592,601	50	214	1,150	368	3,180	261	5,173		
South Leicestershire	-	Worked by the London and North-Western.																					
South Staffordshire	-	Leased to the London and North-Western.																					
South Yorkshire and River Don	-	Leased to the Manchester, Sheffield, and Lincolnshire.																					
Staines, Wokingham, and Woking	-	Leased to the London and South-Western.																					
Stamford and Essendine	-	Worked by the Great Northern.																					
Stockport and Woodley Junction	3	490	920	-	1,180	15	11	-	-	-	-	40	2,656	1,510	{ Deficiency 1,146 }	175	{ Provided by the Manchester, Sheffield, and Lincolnshire Company.						
Stockport, Disley, and Whaley Bridge	-	Worked by the London and North-Western.																					
Stokes Bay Railway and Pier	-	Worked by the London and South-Western.																					
Stoukbridge	-	Worked by the Great Western.																					
Stratford-upon-Avon	-	Worked by the Great Western.																					
Swansea Vale	20	1,618	3,245	229	2,341	605	41	-	156	-	2,199	10,434	19,959	9,525	52	7	12	1	101	-	121		
Taff Vale (Including the "Aberdare" and "Llantrisant and Taff Vale Junction.")	58	33,709	35,065	17,513	32,399	8,675	1,230	-	116	2,823	10,510	142,040	280,582	148,542	49	54	55	16	2,597	88	2,760		
Tenbury	-	Leased to the Great Western and London and North-Western.																					
Tenbury and Bewdley	-	Worked by the Great Western.																					
Tendring Hundred	-	Worked by the Great Eastern.																					
Tevesbury and Malvern	-	Worked by the Midland.																					
Thames Valley	-	Worked by the London and South-Western.																					
Vale of Clwyd	10	1,865	1,261	219	1,363	233	250	-	16	23	713	5,943	11,074	5,181	53	3	7	2	54	-	66		
Vale of Llangollen	-	Worked by the Great Western.																					

* Paid by contractors who work this line.

† Return made up for year ending 31st January 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damages and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.
Vale of Neath * (Including the "Briton Ferry Floating Dock.")	44	10,870	21,952	11,430	15,344	2,836	231	-	89	503	17,958	81,563	148,258	66,685	55	No. 23	No. 28	No. 2	No. 819	No. 1	No. 873
Vale of Towy	Leased to the Llanelly.																				
Victoria Station and Pimlico	Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and the Great Western.																				
Ware, Hadham, and Buntingford	Worked by the Great Eastern.																				
Warrington and Stockport	Included in the London and North-Western.																				
Watford and Rickmansworth	Worked by the London and North-Western.																				
Wellington and Severn Junction	Leased to the Great Western.																				
West Cornwall	42	5,844	5,570	3,185	10,587	588	665	-	-	-	1,117	27,556	42,872	15,316	64	12	31	4	380	11	433
WEST HARTLEPOOL HARBOUR AND RAILWAY	52	12,531	32,351	18,117	30,204	3,282	504	430	150	564	12,227	110,360	203,433	93,073	54	66	47	18	10,119	-	10,248
Cleveland	12	1,511	3,318	1,579	1,132	90	-	-	-	-	82	140	7,852	16,231	8,379						
Total West Hartlepool	64	14,042	35,669	19,696	31,336	3,372	504	430	150	646	12,367	110,500	210,285	101,452	54						
West London Extension	Line used by the London and North-Western, Great Western, London and South-Western, and London, Brighton, and South Coast.																				
West Somerset	Leased to the Bristol and Exeter.																				
West Somerset Mineral	12	885	543	229	679	100	-	-	-	-	667	3,103	3,477	374	89	2	-	-	47	1	50
West Yorkshire	Worked by the Great Northern.																				
Whitehaven and Furness Junction	35	7,134	5,045	2,829	5,418	320	387	-	-	100	511	21,744	50,585	28,841	43	8	13	6	483	-	510
Whitehaven, Cleator, and Egremont	10	2,186	5,263	2,040	3,454	355	75	-	-	40	1,850	15,263	37,192	21,929	41	8	10	2	544	6	570
Whitehaven Junction	13	4,689	6,950	3,293	5,415	338	358	-	-	206	638	21,887	53,962	32,075	40	11	17	6	426	-	460
Willoughby D'Eresby's, Lord-(Edenham to Little Bytham) (Private Property.)	4	461	300	-	-	-	5	-	-	-	220	986	490	Deficiency 496	201	2	2	2	Supplied by the Great Northern.		6
Wimbledon and Croydon	Leased to the London, Brighton, and South Coast.																				
Witney	Worked by the Great Western.																				
Wycombe	Leased to the Great Western.																				
TOTAL ENGLAND AND WALES	8,890	2,476,730	3,777,940	1,220,233	3,948,870	527,123	398,955	121,719	103,728	193,091	767,424	13,535,813	28,563,632	15,027,817	47	5,708	13,981	5,436	166,117	7,440	198,683

* Return for 13 months ending 31st January 1865.

+ Less 104,017l. the receipts of the Brecon and Merthyr Tydfil Junction, the Cambrian, including the Aberystwith and Welsh Coast, and the Hereford, Hay, and Brecon companies for which no returns of Working Expenditure can be given.

SCOTLAND.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in SCOTLAND during the Year ended 31st December 1864.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.				
		M.	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.	
Aberdeen and Turriff -		Worked by the Great North of Scotland.																				
Alford Valley -		Worked by the Great North of Scotland.																				
Alyth -		Leased to the Scottish North-Eastern.																				
Arbroath and Forfar -		Leased to the Scottish North-Eastern.																				
Ayr and Maybole -		Worked by the Glasgow and South-Western.																				
Banff, Macduff, and Turriff Extension -		Worked by the Great North of Scotland.																				
Banffshire -		Worked by the Great North of Scotland.																				
Berwickshire -		Worked by the North British.																				
Bridge of Weir -		Worked by the Glasgow and South-Western.																				
CALEDONIAN* -	359	96,195	128,804	42,540	82,543	13,860	5,903	1,840	114	12,303	62,689	448,906										
(Including the "Dumfries, Lochmaben, and Lockerby Junction," "General Terminus," and "Port Patrick," from 1st Oct. 1864 to 31st Jan. 1865.)													1,041,987	533,141	44	202	315	90	7,823	55	8,543	
Port Patrick (for nine months ending 30th September 1864) -	-	2,546	2,151	570	2,398	689	285	-	10	-	1,291	10,240										
Total Caledonian -	359	98,741	131,055	43,110	84,946	16,549	6,193	1,840	124	12,303	63,980	458,846										
Carlisle and Silloth Bay -		Leased to the North British.																				
Castle Douglas and Dumfries -		Worked by the Glasgow and South-Western.																				
Crieff Junction -		Worked by the Scottish Central.																				
Deeside -	32	1,731	2,818	795	2,141	235	147	-	6	4	1,825	9,702	23,750	14,048	41	7	35	5	156	-	203	
Devon Valley -		Worked by the North British.																				
Drumpeller -		See "Forth and Clyde Navigation."																				
Dumfries, Lochmaben, and Lockerby Junction -		Worked by the Caledonian.																				
Dunblane, Downe, and Callander -		Worked by the Scottish Central.																				
Edinburgh and Bathgate -		Leased to the Edinburgh and Glasgow.																				
Edinburgh and Glasgow -		See the "North British."																				
(Including the "Edinburgh and Bathgate" and "Glasgow and Milngavie Junction.")																						
Findhorn -		Worked by the Inverness and Aberdeen Junction.																				
Formartine and Buchan -		Worked by the Great North of Scotland.																				
Forth and Clyde Junction -	30	2,010	1,646	1,062	1,394	191	206	-	-	39	1,047	8,135	15,397	7,212	53	4	10	4	269	-	287	
Forth and Clyde Navigation Company (Owners of the "Drumpeller Railway.") -	2	622	489	-	-	-	-	-	-	-	421	1,532	3,150	1,618	48	2	-	-	-	-	2	
General Terminus and Glasgow Harbour -		Worked by the Caledonian.																				
Glasgow and Milngavie Junction -		Worked by the Edinburgh and Glasgow.																				
GLASGOW AND SOUTH-WESTERN* -	198	66,701	54,107	16,824	43,511	8,752	3,385	740	2,111	4,581	18,146	223,918	480,536	256,618	46							
(Including the "Kilmarnock and Troon" and half of the "Glasgow and Paisley" Joint Line.)																						
Ayr and Maybole Junction* -	5	898	511	135	601	-	44	-	-	-	-	2,189	3,899	1,710	56							
Bridge of Weir* -	4	-	411	175	205	-	2	-	-	-	-	793	1,862	1,069	42							
Castle Douglas and Dumfries* -	20	1,645	2,045	842	2,114	257	201	-	-	579	-	8,283	17,471	9,188	47							
Kirkcudbright* -	10	-	738	177	676	-	54	-	-	-	-	1,643	2,911	1,268	56							
Maybole and Girvan* -	13	1,367	1,050	272	998	-	65	-	-	-	-	3,752	6,002	2,250	62							
Total Glasgow and South-Western -	250	70,611	59,520	18,433	53,105	9,009	3,781	740	2,111	5,160	18,146	240,578	512,631	272,103	47							

* Returns made up for year ending 31st January 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.						
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Wagons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Wagons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Wagons not included in the preceding Columns.	Total of the Five preceding Columns.	
GREAT NORTH OF SCOTLAND* (Including the "Banffshire," "Inverury and Old Meldrum Junction" and the "Morayshire.")	99	6,095	11,172	1,877	15,407	2,569	966	-	125	352	7,774	46,337	98,378	52,041	47	41	118	20	1,075	-	-	1,254
Aberdeen and Turfiff	18	1,153	2,317	-	959	161	90	-	-	2	888	5,570	7,619	2,049	73							
Alford Valley†	16	617	1,879	-	839	67	48	-	-	4	780	4,234	5,546	1,312	76							
Banff, Macduff, and Turfiff Extension†	11	335	1,131	-	647	48	46	-	-	33	647	2,937	3,305	368	89							
Formartine and Buchan†	38	1,290	4,399	-	2,760	420	239	-	-	-	1,074	10,782	21,315	10,533	50							
Keith and Dufftown†	11	332	1,430	-	462	26	45	-	-	-	330	2,625	3,098	461	85							
Strathspey†	33	-	-	-	-	175	-	-	-	-	1,890	2,065	4,726	2,661	43							
Total Great North of Scotland	226	9,872	22,228	1,877	21,074	3,466	1,434	-	125	391	15,983	74,650	143,975	69,425	52							
Inverness and Aberdeen Junction (Including the "Finnich" and "Inverness and Perth Junction.")	233	9,586	28,017	4,448	28,352	2,378	2,551	-	382	284	8,560	84,538	163,135	78,597	52	55	131	46	1,162	-	1,394	
Inverness and Perth Junction	Worked by the Inverness and Aberdeen Junction.																					
Berwickshire and Old Meldrum Junction	Leased to the Great North of Scotland.																					
Keith and Dufftown	Worked by the Great North of Scotland.																					
Marine and Troon	Leased to the Glasgow and South-Western.																					
Edinburgh, Linton, and Dalrymple	Worked by the North British.																					
Edinburgh	Worked by the North British.																					
Edinburgh and East of Fife*	19	942	985	513	2,219	181	207	3	70	7	840	5,981	12,764	6,783	47	4	6	1	141	2	154	
Edinburgh and Glasgow	Worked by the Glasgow and South-Western.																					
Edinburgh	72	14,139	13,666	5,461	5,055	1,594	287	277	160	997	3,587	45,223	83,354	43,131	51	32	9	6	2,249	2	2,298	
Edinburghshire	Worked by the Great North of Scotland.																					
NORTH BRITISH* (Including the "Berwickshire," "Carlisle and Silloth," "Devon Valley," "Leadburn, Linton, and Dalrymple," "Peelers," and the "Port Carlisle Dock and Railway.")	470	62,408	92,369	24,092	83,071	7,764	6,833	2,357	2,589	677	13,883	296,133	-	-	-	180	421	147	6,963	87	7,798	
Leslie	5	159	-	-	898	70	12	-	-	-	-	1,139	-	-	-	1	-	-	-	-	1	
St. Andrews	5	1,040	880	-	373	81	32	-	-	-	137	2,593	-	-	-	-	-	-	-	-	-	
Total North British	480	63,697	93,249	24,092	84,342	7,915	6,927	2,357	2,589	677	14,020	309,865	1,142,120	632,324	45	181	421	147	6,963	87	7,799	
Edinburgh and Glasgow	146	35,303	50,206	16,879	73,579	11,024	4,972	1,264	1,496	796	13,912	209,931	-	-	-	193	305	118	2,950	65	3,631	
Edinburgh	Leased to the North British.																					
Port Carlisle Dock and Railway	Leased to the North British.																					
St. Patrick	Worked by the Caledonian.																					
St. Andrews	Worked by the North British.																					
BRITISH CENTRAL* (Including the "Crieff Junction" and the "Dunblane, Doune, and Callander" from 1st August.)	113	23,316	36,102	9,543	36,186	4,977	2,787	-	1,269	7,092	17,557	138,809	-	-	-	80	213	62	2,022	-	2,377	
Crieff Junction (to 31st July)	-	346	660	-	395	116	20	-	-	-	213	1,750	340,796	-	-							
Dunblane, Doune, and Callander (to 31st July)	-	303	426	72	320	36	43	-	5	-	132	1,837	-	-	-							
Total Scottish Central	113	23,965	37,188	9,615	36,901	5,129	2,830	-	1,274	7,092	17,908	141,896	340,796	198,900	42	80	213	62	2,102	-	2,427	
Edinburgh North-Eastern* (Including the "Alyth" and the "Arbroath and Forfar.")	143	24,000	36,437	14,749	30,435	4,671	2,405	1,077	520	684	13,160	133,138	278,200	145,062	48	71	221	50	2,120	24	2,436	
Strathspey	Worked by the Great North of Scotland.																					
TOTAL SCOTLAND	2 105	355,719	477,604	141,026	423,533	62,342	31,910	7,563	8,857	28,419	176,992	1,713,965	3,766,309	2,052,344	45	1,072	2,034	663	32,670	235	36,674	

* Returns made up for year ending 31st January 1865.

† Returns made up for year ending 31st August 1864.

I R E L A N D.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in IRELAND during the Year ended 31st December 1864.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.						
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Carriages used for the Conveyance of Passengers only.				Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.			
Athenry and Tuam	-	Leased to the Midland Great Western of Ireland.																No.	No.	No.	No.	No.	No.	
Bagenalstown and Wexford	21	Closed; and is now in the Irish Court of Bankruptcy.																						
Banbridge Junction	-	Leased to the Dublin and Belfast Junction.																						
Banbridge, Lisburn, and Belfast	-	Leased to the Ulster.																						
Belfast and County Down	49	4,173	6,255	1,396	4,634	398	-	76	60	8	1,408	18,402	39,441	21,039	47	11	36	8	155	-	210			
Belfast and Northern Counties	100																							
Carrickfergus and Larne	15	15,550	13,641	3,717	18,631	3,466	-	25	540	63	2,843	58,481	113,948	55,467	51	36	99	32	584	-	751			
Londonderry and Coleraine	36																							
Carrickfergus and Larne	-	Worked by the Belfast and Northern Counties.																						
Cork and Bandon	20																							
Cork and Kinsale Junction	11	2,334	2,601	1,083	3,040	863	-	326	-	-	1,525	11,772	21,366	9,594	55	7	16	11	63	-	102			
Cork and Kinsale Junction	-	Worked by the Cork and Bandon.																						
Cork and Limerick Direct	-	Worked by the Great Southern and Western of Ireland.																						
Cork and Youghal	33	2,048	4,989	380	5,833	215	-	3	15	30	206	13,721	25,444	11,723	54	10	25	5	42	7	89			
Cork, Blackrock, and Passage	6	919	1,722	263	942	536	-	-	-	30	1,136	5,543	9,287	3,739	60	3	13	1	-	2	19			
Dublin and Belfast Junction	56	6,506	9,440	2,448	5,204	1,491	-	390	83	322	4,777	30,611	71,350	40,739	43	17	35	26	213	-	291			
Banbridge Junction	7																							
Dublin and Drogheda	75	5,322	11,696	2,157	9,156	3,157	-	31	223	347	2,876	35,265	85,664	50,399	41	22	63	36	202	44	367			
Dublin and Kingstown	-	Leased to the Dublin, Wicklow, and Wexford.																						
Dublin and Meath	35	990	3,627	169	3,462	157	-	-	29	-	253	8,692	13,093	4,401	66	7	22	8	50	-	87			
DUBLIN, WICKLOW, AND WEXFORD	85	3,402	13,280	1,976	11,430	1,801	-	1,045	441	452	3,325	37,245	88,129	50,884	42	40	143	22	400	23	642			
Dublin and Kingstown	6	1,170	7,343	1,678	7,060	3,428	-	5	18	75	2,616	23,416	61,973	38,557	37									
Total Dublin, Wicklow, and Wexford	91	4,662	20,626	3,654	18,510	5,229	-	1,053	459	527	5,941	60,661	150,102	89,441	40									
Finn Valley	-	Worked by the Irish North-Western.																						
Great Northern and Western of Ireland	-	Worked by the Midland Great Western of Ireland.																						
Great Southern and Western of Ireland	387	41,763	62,435	14,020	48,130	16,903	-	1,945	1,120	432	8,976	196,329	446,829	250,500	44	100	205	123	1,415	150	1,938			
Cork and Limerick Direct	17																							
Irish North-Western	71																							
Clones and Cavan Branch	15																							
Finn Valley	13	10,444	12,648	4,738	14,060	2,338	-	1,488	410	534	2,700	49,360	91,419	42,059	54	29	46	34	466	52	627			
Londonderry and Enniskillen	60																							
Limerick and Castle Connell	-	Worked by the Waterford and Limerick.																						
Limerick and Ennis	-	Worked by the Waterford and Limerick.																						

* Return made up to 31st October 1864.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	WORKING EXPENDITURE during the Year ended 31st December 1864 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1864.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Car- riages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Ex- penses.	Miscellaneous Working Expendi- ture not included in the fore- going.	Total Working Expenditure.	Locomotives.				Carriages used for the Con- veyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Mine- rais, or General Merchandise. Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.		
Limerick and Foynes -		Worked by the Waterford and Limerick.															No.	No.	No.	No.	No.	No.
Portadown and Coleraine -		Leased to the Belfast Northern Counties.																				
Portadown and Enniskillen -		Leased to the Irish North-Western.																				
Portadown and Loughgilly -	15	63	705	5	1,333	14	-	-	32	6	93	2,256	2,590	334	81	4	0	2	19	-	31	
Land Great Western of Ireland -	245																					
Athenry and Tuam -	16	40,761	33,593	7,340	2,075	5,164	-	-	1,002	1,120	609	37,922	129,476	254,700	125,284	50	66	106	24	1,127	78	1,401
Great Northern and Western of Ireland -	72																					
Down and Armagh -	21	530	905	651	1,668	2	-	-	50	0	-	374	4,184	5,162	978	71	7	12	3	178	-	200
Down, Warrenpoint, and Rostrevor -	6	584	749	262	553	-	-	-	-	3	-	34	2,185	5,593	3,403	30	3	10	-	63	-	76
Portadown, Dungannon, and Omagh Junction -	Leased to the Ulster.																					
Portadown -	65																					
Banbridge, Lisburn, and Belfast -	15	13,840	13,636	6,021	22,125	3,408	-	-	-	763	95	5,365	70,252	136,707	69,455	51	29	57	34	543	-	666
Portadown, Dun- gannon, and Omagh Junction -	41																					
Waterford and Kilkenny -	Leased to the Waterford and Limerick.																					
Waterford and Limerick -	77																					
Limerick and Castle Connell -	13																					
Limerick and Ennis -	25	13,021	12,822	6,078	14,078	998	-	-	-	-	446	2,608	50,051	103,766	53,715	48	28	62	33	543	-	671
Limerick and Foynes -	26																					
Waterford and Kil- kenny -	31																					
Waterford and Tra- lee -	8	667	1,658	100	752	46	-	-	-	-	-	61	3,284	5,090	1,806	64	4	14	-	8	-	26
TOTAL IRELAND -	1,794	164,672	218,748	55,082	174,186	44,385	-	-	6,383	4,815	3,449	78,810	750,530	1,381,006	831,076	47	423	970	407	6,093	361	8,254

PART IV.

C A P I T A L, &c.

RETURNS by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1864, specifying the Rate per Cent. of the Dividends for the Year 1864 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1864, Classified according to the several Rates per Cent. of Interest; and the CAPITAL authorised and CAPITAL paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent :

And, of any AMALGAMATION, WORKING ARRANGEMENT, or SALE or LEASE of their Undertaking carried into effect by them during the Year 1864, under the authority of an Act of Parliament.

[In returning the Amount of "Authorised Capital up to the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent" (Columns Nos. 1, 2, and 3), the several Railway Companies were directed to exclude Capital authorised only for purposes which have lapsed by abandonment or otherwise.]

RETURN by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the SUMS received 31st day of December 1864, specifying the Rate per Cent. of the Dividends for the Year 1864 on each of the said Rates per Cent. of Interest; and the CAPITAL authorised and CAPITAL paid up, for Subscriptions to other

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorized as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES:			£.	£.	£.	£.		£.
<i>Aberdare</i> - - - - -	Leased to the Taff Vale.							
<i>Aberystwith and Welsh Coast</i> -	Worked by the Cambrian.							
<i>Abingdon</i> - - - - -	Worked by the Great Western.							
Aldborough Pier and Railway -	20,000	6,660	26,660	—	—	—	—	—
Alford and Mablethorpe - - -	60,000	20,000	80,000	—	—	—	—	—
Anglesea Central - - - - -	120,000	40,000	160,000	67,104	- -	- -	- -	- -
Aylesbury and Buckingham - -	110,000	36,500	146,500	52,518	- -	- -	- -	- -
Bala and Dolgelly - - - - -	150,000	48,900	198,900	—	—	—	—	—
<i>Bangor and Caernarvon</i> - - -	Leased to Chester and Holyhead, and included in that Company's Return.							
<i>Bedford and Cambridge</i> - - -	Worked by London and North-Western.							
Bembridge Railway, Tramway, and Pier.	50,000	16,600	66,600	3,000	- -	- -	- -	- -
<i>Berks and Hants Extension</i> - -	Worked by the Great Western.							
Birkenhead - - - - -	2,550,000	600,000	3,150,000	2,075,821	3½	119,315	4½	7,170
<i>Birmingham and Sutton Coldfield Extension.</i>	100,000	33,000	133,000	40,500	- -	- -	- -	- -
<i>Birmingham, Wolverhampton, and Stour Valley.</i>	Leased to the London and North-Western.							
Bishop's Castle - - - - -	180,000	60,000	240,000	38,482	- -	- -	- -	- -
Bishop's Stortford, Dunmow, and Braintree.	120,000	40,000	160,000	70,000	- -	- -	- -	- -
<i>Bishop's Waltham</i> - - - - -	Worked by the London and South-Western.							
Blackpool and Lytham - - - -	45,000	15,000	60,000	45,000	1½	- -	- -	- -
Blyth and Tyne - - - - -	580,000	166,500	746,500	268,758	9½	50,000 132,266	10 5	- -
Bodmin - - - - -	36,000	12,000	48,000	824	- -	- -	- -	- -
Bodmin and Wadebridge - - -	26,994	8,000	34,994	26,994	- -	- -	- -	- -
<i>Bognor</i> - - - - -	Worked by the London, Brighton, and South Coast.							
<i>Bourton-on-the-Water</i> - - - -	Worked by the Great Western.							
Brecon and Llandovery - - - -	120,000	40,000	160,000	30,000	- -	- -	- -	- -
Brecon and Merthyr Tydfil Junction	973,900	306,460	1,280,360	264,353	5	521,800	5	- -
<i>Bridport</i> - - - - -	Leased to the Great Western.							

in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT. on the Capitals; showing also the Loans Outstanding on the 31st day of December 1864, Classified according to the several Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	67,104	- -	- -	- -	67,104	—	—	
- -	52,518	29,750	5	29,750	82,268	—	—	
—	—	—	—	—	—	—	—	
- -	3,000	- -	- -	- -	3,000	—	—	
4	2,202,306	20,000 51,855 68,872 13,816 330,044 26,053 79,470	5 4 ³ / ₄ 4 ¹ / ₂ 4 ¹ / ₂ 4 ¹ / ₂ 4 ¹ / ₂ 4	590,110	2,792,416	- -	- -	Vested jointly in the Great Western and London and North-Western.
- -	40,500	- -	- -	- -	40,500	—	—	
- -	38,482	- -	- -	- -	38,482	—	—	
- -	70,000	- -	- -	- -	70,000	—	—	
- -	45,000	15,000	5	15,000	60,000	—	—	
- -	451,024	14,120 28,316 10,000 41,880	5 4 ¹ / ₂ 4 ¹ / ₂ 4	94,316	545,340	—	—	
- -	824	- -	- -	- -	824	—	—	
- -	26,994	- -	- -	- -	26,994	—	—	
- -	30,000	- -	- -	- -	30,000	—	—	
- -	786,153	236,200	5	236,200	1,022,353	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Bristol and Exeter - - -	3,462,816	1,015,184	4,478,000	2,022,460	5	1,074,356 327,419	4 4½	- -
West Somerset - - -	120,000	40,000	160,000	67,796	- -	50,000	2½	- -
Bristol and North Somerset - -	275,000	91,000	366,000	57,050	- -	- -	- -	- -
Bristol and Portishead Pier and Railway.	200,000	66,600	266,600	47,080	- -	- -	- -	- -
<i>Bristol and South Wales Union</i> -	Worked by the Great Western.							
Bristol Port Extension - - -	480,000	160,000	640,000	—	—	—	—	—
Bristol Port, Railway, and Pier -	225,000	41,000	266,000	101,843	- -	- -	- -	- -
<i>Briton Ferry Floating Dock</i> -	Worked by the Vale of Neath.							
Buckfastleigh, Totnes, and South Devon.	48,000	16,000	64,000	—	—	—	—	—
<i>Buckinghamshire</i> - - - -	Leased to the London and North Western.							
Buckley - - - - -	60,000	20,000	80,000	27,252	5	19,500	5	- -
Burnham Tidal Harbour - -	37,000	12,300	49,300	13,250	- -	- -	- -	- -
<i>Calne</i> - - - - -	Worked by the Great Western.							
Cambrian - - - - -	1,685,000	445,290	2,130,290	386,070	5½	80,000 897,630	4½ 5	- -
Aberystwith and Welsh Coast -	1,130,000	376,300	1,506,300	384,400	- -	145,500	5	- -
Cannock Chase and Wolverhampton	100,000	33,000	133,000	10,000	- -	- -	- -	- -
<i>Cannock Mineral</i> - - - -	Worked by the London and North Western.							
Carmarthen and Cardigan - -	- -	- -	- -	- -	- -	- -	- -	- -
Carmarthenshire - - - -	125,000	41,600	166,600	—	—	—	—	—
Carnarvon and Llanberis - -	110,000	36,600	146,600	4,176	- -	- -	- -	- -
Carnarvonshire - - - -	200,000	66,500	266,500	20,000	- -	- -	- -	- -
Central Wales - - - -	220,000	73,300	293,300	115,063	- -	- -	- -	- -
Central Wales Extension - -	328,000	109,333	437,333	209,134	- -	- -	- -	- -
Cheshire Midland - - - -	165,000	54,666	219,666	129,600	- -	35,400	4½	- -
<i>Chester and Holyhead</i> - - -	See London and North Western.							
Chichester and Midhurst - -	190,000	63,000	253,000	20	- -	- -	- -	- -
<i>Cleveland</i> - - - - -	Worked by the West Hartlepool.							
Cockermouth and Workington -	131,500	43,832	175,332	96,914	6	21,567 5,903	5 4½	- -
Cockermouth, Keswick, and Penrith	200,000	66,000	266,000	187,765	- -	- -	- -	- -
<i>Colchester, Stour Valley, Sudbury, and Halstead.</i>	Leased to the Great Eastern.							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	3,424,235	46,600 6,400 673,379	4 ½ 4 ¼ 4	726,379	4,150,614	482,729	482,729	
- -	117,796	40,000	5	40,000	157,796	—	—	
- -	57,050	- -	- -	- -	57,050	—	—	
- -	47,080	- -	- -	- -	47,080	—	—	
—	—	—	—	—	—	—	—	
- -	101,843	21,850	6 ½	21,850	123,693	100,000	—	
—	—	—	—	—	—	—	—	
- -	46,752	10,000	4 ¾	10,000	56,752	—	—	
- -	13,250	- -	- -	- -	13,250	—	—	
- -	1,363,700	250,080 134,775	5 4 ½	384,855	1,748,555	240,000	100,000	
- -	529,900	219,970	5	219,970	749,870	—	—	
- -	10,000	- -	- -	- -	10,000	—	—	
- -	- -	- -	- -	- -	- -	- -	- -	- - This return cannot be given this year, as the accounts of the company are being investigated, which will occupy some time.
—	—	—	—	—	—	—	—	
- -	4,176	- -	- -	- -	4,176	—	—	
- -	20,000	- -	- -	- -	20,000	—	—	
- -	115,063	53,314	5	53,314	168,377	—	—	
- -	209,134	29,900	5	29,900	239,034	—	—	
- -	165,000	53,000	4 ½	53,000	218,000	—	—	
- -	20	- -	- -	- -	20	—	—	
- -	124,474	11,956 21,350 1,200	4 4 ¼ 4 ½	34,506	158,980	—	—	
- -	187,765	66,000	4 ¼	66,000	253,765	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
<i>Coleford, Monmouth, Usk, and Pontypool.</i>	Leased to the Great Western.							
Colne Valley and Halstead - -	178,000	58,333	236,333	62,618	- -	89,260	5 (a)	- -
<i>Conway and Llanrwst - - -</i>	See London and North Western.							
Cornwall - - - - -	1,375,060	458,000	1,833,060	572,261	- -	399,500 265,995	5 4 ½	- -
Corris - - - - -	39,000	13,000	52,000	15,000	- -	- -	- -	- -
Corwen and Bala - - - -	120,000	40,000	160,000	12,000	- -	- -	- -	- -
Cowbridge - - - - -	35,000	11,600	46,600	14,883	- -	- -	- -	- -
Cowes and Newport - - -	62,000	20,500	82,500	30,000	- -	- -	- -	- -
<i>Cromford and High Peak - -</i>	Leased to the London and North Western.							
Crystal Palace and South London Junction.	675,000	225,000	900,000	190,000	- -	334,770	- -	- -
Dare Valley - - - - -	35,000	11,500	46,500	8,346	- -	- -	- -	- -
<i>Dartmouth and Torbay - -</i>	Worked by the South Devon.							
Daventry - - - - -	30,000	10,000	40,000	17,150	- -	- -	- -	4,500
Denbigh, Ruthin, and Corwen -	150,000	50,000	200,000	92,520	- -	57,480	5	- -
Devon and Somerset - - -	500,000	166,000	666,000	1,550	- -	- -	- -	- -
Disley and Hayfield - - -	45,000	15,000	60,000	29,222	- -	- -	- -	- -
Drayton Junction - - - -	300,000	100,000	400,000	—	—	—	—	—
East and West Junction - -	300,000	100,000	400,000	159,200	- -	- -	- -	- -
East Gloucestershire - - -	600,000	200,000	800,000	—	—	—	—	—
<i>East Grinstead - - - - -</i>	Leased to the London, Brighton, and South Coast.							
<i>East Lincolnshire - - - -</i>	See the Great Northern.							
East Norfolk - - - - -	88,000	29,300	117,300	8,598	- -	- -	- -	- -
<i>East Somerset - - - - -</i>	Worked by the Great Western.							
Edgware, Highgate, and London -	316,000	105,300	421,300	134,973	- -	- -	- -	- -
Ely, Haddenham, and Sutton - -	36,000	12,000	48,000	2,544	- -	- -	- -	- -
<i>Ely Valley - - - - -</i>	Worked by the Great Western.							
Ely Valley Extension - - -	12,000	4,000	16,000	3,850	- -	- -	- -	- -
Evesham and Redditch - - -	149,000	49,600	198,600	—	—	—	—	—
<i>Exeter and Crediton - - -</i>	Leased to the London and South Western.							
<i>Exeter and Exmouth - - -</i>	Worked by the London and South Western.							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	151,878	56,714	5	56,714	208,592	- -	- -	(a) To 1st July 1864; nothing afterwards.
- -	1,237,756	18,425 288,699 62,946 2,000 69,930 133,605(b)	4 4 1/4 4 1/2 4 3/4 5	575,605	1,813,361	- -	- -	(b) Borrowed on unissued capital from Great Western Company, 29,685 l. 11 s. 2 d.; Bristol and Exeter Company, 51,959 l. 14 s. 5 d.; South Devon Company, 51,959 l. 14 s. 5 d.
- -	15,000	5,000	5	5,000	20,000	—	—	
- -	12,000	- -	- -	- -	12,000	—	—	
- -	14,883	- -	- -	- -	14,883	—	—	
- -	30,000	10,000	5	10,000	40,000	—	—	
- -	524,770	111,925 112,615	5 6	224,540	749,310	—	—	
- -	8,346	- -	- -	- -	8,346	—	—	
5	21,650	- -	- -	- -	21,650	—	—	
- -	150,000	49,700	5	49,700	199,700	—	—	
- -	1,550	- -	- -	- -	1,550	—	—	
- -	29,222	- -	- -	- -	29,222	—	—	
—	—	—	—	—	—	—	—	
- -	159,200	50,000	6	50,000	209,200	—	—	
—	—	—	—	—	—	—	—	
- -	8,598	- -	- -	- -	8,598	—	—	
- -	134,973	29,000	5	29,000	163,973	—	—	
- -	2,544	- -	- -	- -	2,544	—	—	
- -	3,850	- -	- -	- -	3,850	—	—	
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other					
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.	
ENGLAND AND WALES— <i>contd.</i>									
Exmouth Docks and Railway -	£. 6,000	£. 1,500	£. 7,500	—	—	—	—	—	
Faringdon - - - - -	Worked by the Great Western.								
Fleetwood, Preston, and West Riding Junction.	270,000	50,000	320,000	206,966 (a)	1 $\frac{3}{4}$	- -	- -	- -	
Forest of Dean Central - - -	81,000	26,660	107,660	39,517	- -	- -	- -	- -	
Furness - - - - -	1,287,000	383,333	1,670,333	299,983 25,000 264,107 10,000	10 5 $\frac{5}{8}$ 5 2 $\frac{1}{2}$	298,000 199,890	6 5	- -	
Garstang and Knot End - - -	60,000	20,000	80,000	225	- -	- -	- -	- -	
Garston and Liverpool Railway Committee.	- -	- -	- -	- -	- -	- -	- -	- -	
Gloucester and Dean Forest -	Leased to the Great Western.								
Great Eastern - - - - -	20,158,507	6,179,811	26,338,318	9,157,567	1 $\frac{3}{4}$	80,653 1,151,417 105,000 6,131,252 774,636 788,815 23,750	7 6 5 $\frac{1}{2}$ 5 4 $\frac{1}{2}$ 4 3 $\frac{1}{2}$	832,673	
Lines leased to, or worked by, the Great Eastern.	Colchester, Stour Valley, Sudbury, and Halstead.	250,000	83,000	333,000	228,675	£. 3.6.0	30,230	5	- -
	Lynn and Hunstanton - - -	60,000	20,000	80,000	60,000	5 $\frac{1}{4}$	- -	- -	- -
	Royston and Hitchin - - -	346,666	115,466	462,132	266,675	6	- -	- -	- -
	Tendring Hundred - - -	125,000	41,300	166,300	53,931	- -	- -	- -	- -
	Ware, Hadham, and Buntingford.	90,000	29,600	119,600	49,281	- -	28,608	- -	- -
Great Northern - - - - -	11,821,700	3,716,176	15,537,876	4,796,737 596,549 149,137 265,780 (c)	7 $\frac{1}{8}$ 7 $\frac{1}{8}$ (b) premium 5	55,000 43,400 200,000 904,722 3,470,140	1 4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	2,723,289	
Lines leased to, or worked by, the Great Northern.	East Lincolnshire - - -	600,000	200,000	800,000	—	—	—	—	—
	Horncastle - - - - -	48,000	13,000	61,000	47,970	5 $\frac{3}{8}$	- -	- -	- -
	Leeds, Bradford, and Halifax Junction.	575,000	180,000	755,000	560,797	7 $\frac{1}{8}$	- -	- -	- -
	Norwich and Spalding - - -	170,000	56,000	226,000	91,500	- -	- -	- -	- -
	Nottingham and Grantham Railway and Canal.	1,014,000	265,000	1,279,000	1,013,939	4 $\frac{1}{10}$	- -	- -	- -
	Ramsey - - - - -	30,000	10,000	40,000	30,000	- -	- -	- -	- -
	Stamford and Essendine - - -	70,000	21,000	91,000	46,500	- -	18,500	2 $\frac{1}{2}$	- -
West Yorkshire - - - - -	368,000	122,633	490,633	295,360	7	26,505	4	50,310	
See also the "Royston and Hitchin."									
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North Eastern.								

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital authorised to be Subscribed.	Amount actually Subscribed.	
—	£.	£.	—	£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
-	206,966	7,450 17,756 6,000	4 $\frac{1}{4}$ 4 $\frac{1}{4}$ 5	31,206	238,172	-	-	(a) The Company state, that "out of the ordinary capital shares have been cancelled, owing to non-payment of calls, on which 45,236 £. have been paid."
-	39,517	1,624 20,036	4 5	21,660	61,177	—	—	
-	1,096,980	4,400 134,009 179,609 110	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	318,128	1,415,108	110,000	8,500	
-	225	-	-	-	225	—	—	
-	-	-	-	-	-	-	-	Capital Shares, 450,000 £; Loans, 150,000 £; furnished in equal proportions by the Great Northern, and Manchester, Shef- field, and Lincolnshire Com- panies, and included in their Returns.
4	19,045,763	250,289 1,797,238 2,149,992 223,516 189,700 100,000	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5 5 $\frac{1}{2}$	4,710,735	23,756,498	406,260	176,437	
-	258,905	-	-	-	258,905	—	—	
-	60,000	20,000	5	20,000	80,000	—	—	
-	266,675	-	-	-	266,675	-	-	Leased to the Great Nor- thern, but worked by the Great Eastern.
-	53,931	5,000	5	5,000	58,931	—	—	
-	77,889	29,403	5	29,403	107,292	—	—	
4	13,204,754	52,660 100,817 457,724 140,250 15,600	3 $\frac{3}{4}$ 4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	767,651	13,971,805	1,098,300	873,505	(b) From dates of calls. (c) Calls paid in advance, and premium.
—	—	—	—	—	—	—	—	
-	47,970	13,000	4 $\frac{1}{2}$	13,000	60,970	—	—	
-	560,797	16,879 112,607 23,900 600	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	153,986	714,783	—	—	
-	91,500	10,600 45,013	4 $\frac{1}{2}$	55,613	147,113	—	—	
-	1,013,939	-	-	-	1,013,939	—	—	
-	30,000	-	-	-	30,000	—	—	
-	65,000	20,800	5	20,800	85,800	—	—	
5	372,175	28,700 28,800 5,000	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	62,500	434,675	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>								
Great Western - - - -	£. 31,694,547	£. 11,911,566	£. 43,606,113	£. 8,178,625	3.12	£. 10,050	3	£. 8,600
				18,188	2.81	1,717,856	3½	
				188,087	4.10	3,522,450	4	1,480,334
				1,400,500	2.12	1,289,088	4½	
				540,944	1.50	4,896,802	4½	
				563,199	5.00	110,687	4½	
				2,426,416	3.25	2,264,645	5	
						220,000	5½	
						1,828,862	6	
						175,000	8	
Abingdon - - - -	20,000	5,000	25,000	14,960	-	-	-	-
Berks and Hants Extension -	298,000	99,000	397,000	108,228	1½	13,140	5	-
Bourton-on-the-Water - -	30,000	10,000	40,000	29,907	1½	-	-	-
Bridport - - - -	85,000	21,600	106,600	64,401	-	19,950	4	-
Bristol and South Wales Union	300,000	98,000	398,000	169,996	-	39,360	5	-
Calne - - - -	49,000	16,100	65,100	20,820	-	-	-	-
Coleford, Monmouth, Usk, and Pontypool.	160,000	1,330	161,330	148,629	2½	-	-	-
East Somerset - - - -	135,000	38,300	173,300	68,174	-	47,160	3½	-
Ely Valley - - - -	83,000	27,300	110,300	82,996	4	-	-	-
Faringdon - - - -	22,500	7,500	30,000	10,000	-	5,060	-	-
Gloucester and Dean Forest -	254,000	83,470	337,470	254,000	5½	-	-	-
Great Western and Brentford -	180,000	60,000	240,000	95,920	2½	69,080	5	-
Hammersmith and City Junction	240,000	80,000	320,000	179,884	2½	29,404	5	-
Hereford, Ross, and Gloucester	305,000	91,000	396,000	212,980	3	30,000	5	-
Leominster and Kingston - -	80,000	26,000	106,000	59,910	4	16,720	4½	-
Marlborough - - - -	45,000	15,000	60,000	29,939	-	-	-	-
Milford - - - -	70,000	23,000	93,000	58,889	-	-	-	17,000
Much Wenlock and Severn Junction.	68,000	16,000	84,000	22,470	-	-	-	-
Nantwich and Market Drayton	120,000	40,000	160,000	58,722	4½	-	-	-
Severn Valley - - - -	600,000	200,000	800,000	360,639	4	102,960	4½	-
Stourbridge - - - -	245,000	81,600	326,600	77,705	4½	-	-	-
				88,350	4 on 15,000 l.		-	-
				24,000			-	-
Stratford-upon-Avon - - -	82,500	26,700	109,200	64,066	3½	16,880	5	-
Tenbury and Bewdley - - -	120,000	40,000	160,000	74,443	-	-	-	-
Vale of Llangollen - - -	79,000	23,000	102,000	44,610	3	15,890	5	-
Wellington and Severn Junction	60,000	10,000	70,000	59,862	4½	-	-	-
Witney - - - -	80,000	26,000	106,000	37,850	1½	12,150	5	-
Wycombe - - - -	420,000	111,100	531,100	60,560	2	241,380	4½	-
				56,526	4	-	-	-
See also the "Birkenhead," "Shrewsbury and Here- ford," "Tenbury," and "West London Extension."								

Lines leased to, or worked by, the Great Western Company.

including Subscriptions Undertakings,		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	30,840,333	150,688	4	10,305,099	41,145,432	2,769,500	2,259,200	Return for Year ending 31st January 1865.
4 1/2		5,024,703	4 1/2					
		4,106,526	4 3/4					
		798,671	4 3/4					
		224,561	5					
-	14,960	5,000	5	5,000	19,960	—	—	
-	121,368	99,000	5	99,000	220,368	1,000	—	
-	29,907	10,000	5	10,000	39,907	—	—	
-	84,351	11,000	4 1/2	21,600	105,951	—	—	
-	209,356	10,600	5	98,000	307,356	—	—	
-	20,820	98,000	5	98,000	307,356	—	—	
-	20,820	11,600	5	11,600	32,420	—	—	
-	148,629	1,330	5	1,330	149,959	—	—	
-	115,334	7,550	4 1/2	38,300	153,634	—	—	
-	82,996	30,750	5	38,300	153,634	—	—	
-	82,996	25,800	4 3/4	25,800	108,796	—	—	
-	15,060	7,500	5	7,500	22,560	—	—	
-	254,000	11,300	4 1/2	25,000	279,000	25,000	25,000	
-	165,000	13,700	4 1/2	25,000	279,000	25,000	25,000	
-	165,000	7,480	4 1/4	51,428	216,428	—	—	
-	209,288	36,688	4 1/2	51,428	216,428	—	—	
-	209,288	7,110	4 3/4	65,350	274,638	—	—	
-	209,288	150	5	65,350	274,638	—	—	
-	242,980	65,350	5	65,350	274,638	—	—	
-	242,980	4,700	4	91,000	333,980	—	—	
-	242,980	81,030	4 1/4	91,000	333,980	—	—	
-	242,980	5,270	4 1/2	91,000	333,980	—	—	
-	76,630	15,570	4 1/2	26,000	102,630	—	—	
-	29,939	10,430	5	26,000	102,630	—	—	
-	29,939	13,465	5	13,465	43,404	—	—	
5	75,889	—	—	—	75,889	—	—	
-	22,470	—	—	—	75,889	—	—	
-	22,470	8,000	5	8,000	30,470	—	—	
-	58,722	—	—	—	30,470	—	—	
-	58,722	12,200	5	12,200	70,922	—	—	
-	463,599	—	—	—	70,922	—	—	
-	463,599	160,000	5	160,000	623,599	—	—	
-	190,055	—	—	—	623,599	—	—	
-	190,055	31,600	4 1/2	71,740	261,795	—	—	
-	190,055	40,140	5	71,740	261,795	—	—	
-	80,946	—	—	—	261,795	—	—	
-	80,946	12,050	4 1/2	26,050	106,996	—	—	
-	80,946	14,000	5	26,050	106,996	—	—	
-	74,443	—	—	—	106,996	—	—	
-	74,443	2,850	4 1/2	40,000	114,443	—	—	
-	74,443	37,150	5	40,000	114,443	—	—	
-	60,500	—	—	—	114,443	—	—	
-	60,500	15,000	4 1/2	15,000	75,500	10,000	—	
-	59,862	—	—	—	75,500	10,000	—	
-	59,862	—	—	—	59,862	—	—	
-	50,000	—	—	—	59,862	—	—	
-	50,000	16,000	5	16,000	66,000	—	—	
-	358,466	—	—	—	66,000	—	—	
-	358,466	88,138	4 1/2	111,023	469,489	—	—	
-	358,466	4,800	4 3/4	111,023	469,489	—	—	
-	358,466	18,085	5	111,023	469,489	—	—	

including Subscriptions Undertakings.			Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.			Amount authorised to be Subscribed.	Amount actually Subscribed.	
£.	£.	£.		£.	£.	£.	£.	£.	
—	—	—	—	—	—	—	—	—	
- -	9,000	- -	- -	- -	9,000	—	—	—	
—	—	—	—	—	—	—	—	—	
- -	27,780	- -	- -	- -	27,780	—	—	—	
- -	26,940	13,800	5	13,800	40,740	—	—	—	
—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	
- -	11,975	- -	- -	- -	11,975	—	—	—	
- -	293,196	118,000	5	118,000	411,196	—	—	—	
- -	4,500	- -	- -	- -	4,500	—	—	—	
- -	72,652	- -	- -	- -	72,652	—	—	—	
—	—	—	—	—	—	—	—	—	
- -	53,999	23,000	4 ½	23,000	76,999	- -	- -	- -	(a) "The line has been opened nine months to 31st December 1864, and a dividend of 2 per cent. has been declared for that time."
- -	5,554	- -	- -	- -	5,554	—	—	—	
—	—	—	—	—	—	—	—	—	
- -	107,127	41,180	5	41,180	148,307	—	—	—	
- -	21,139	- -	- -	- -	21,139	—	—	—	
- -	195,390	15,000	5	15,000	210,390	—	—	—	
—	—	—	—	—	—	—	—	—	
- -	35,954	- -	- -	- -	35,954	—	—	—	
4 3 ½	15,945,352	50,000 555,964 126,700 1,026,005 29,300 2,466,960 55,090	4 ¾ 4 ½ 4 ½ 4 ¼ 4 ¼ 4 3 ¾	4,310,019	20,255,371	55,000	55,000		
- -	708,000	- -	- -	- -	708,000	—	—	—	

NAME OF COMPANY,	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>cont^d</i> .	£.	£.	£.	£.		£.		£.
Lancashire Union - - - -	250,000	83,000	333,000	38,325	- -	- -	- -	- -
Lancaster and Carlisle - - -	Leased to the London and North Western.							
Landport and Southsea Tramway -	10,000	2,500	12,500	4,135	- -	- -	- -	- -
Launceston and South Devon -	180,000	60,000	240,000	114,470	- -	- -	- -	- -
Launceston, Bodmin, and Wadebridge Junction.	250,000	83,000	333,000	—	—	—	—	—
Leeds, Bradford, and Halifax Junction.	Worked by the Great Northern.							
Leominster and Kington - - -	Worked by the Great Western.							
Liskeard and Caradon - - - -	30,825	10,000	40,825	17,385	5	7,200	5	- -
Liskeard and Looe Union Canal -	26,000	14,000	40,000	23,238	5 on 13,000 l.	- -	- -	- -
Liverpool Central Station - - -	£00,000	166,000	666,000	—	—	—	—	—
Llanelli Railway and Dock - - -	799,000	265,880	1,064,880	199,680 85,128 68,133	3 ¼ — —	64,000 9,710 140,000 68,500	5 5 ½ — —	- -
Vale of Towy - - - - -	60,000	18,000	78,000	50,822	- -	- -	- -	- -
Llangollen and Corwen - - - -	90,000	30,000	120,000	40,127	- -	- -	- -	- -
Llantrissant and Taff Vale Junction	Worked by the Taff Vale.							
Llynvi Valley - - - - -	270,000	89,900	359,900	69,080	4	148,255	5	- -
London and Blackwall - - - -	1,801,000	597,500	2,398,500	1,452,860	3 ½	250,055	4 ½	- -
London and Greenwich - - - -	Leased to the South Eastern.							
London and North Western - - -	31,451,569	12,964,150(a)	44,415,719	27,033,791	6 ¾	1,113,455	5	1,928,697 310,830
Lines leased to, or worked by, the London and North Western Company.	Bedford and Cambridge -	240,000	80,000	320,000	239,101	4	- -	- -
	Birmingham, Wolverhampton and Stour Valley.	1,110,000	370,000	1,480,000	760,350	4 ¼	- -	- -
	Buckinghamshire - - -	1,245,000	(c)	1,245,000	1,245,000	4	- -	- -
	Caunock Mineral - - -	160,000	40,000	200,000	108,152	3 ½	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 38,325	-	-	£. -	£. 38,325	£. -	£. -	
-	4,135	-	-	-	4,135	-	-	
-	114,470	51,750	5	51,750	166,220	-	-	
-	-	-	-	-	-	-	-	
-	24,585	3,000 3,000	5 4 1/2	6,000	30,585	-	-	
-	23,238	4,000	4 1/2	4,000	27,238	-	-	
-	-	-	-	-	-	-	-	
-	635,151	184,915 2,300 34,735 4,400	5 4 3/4 4 1/2 4	226,350	861,501	-	-	
-	50,822	18,000	5	18,000	68,822	-	-	
-	40,127	29,750	5	29,750	69,877	-	-	
-	217,335	14,172 4,100 38,400	4 1/8 4 3/4 5	56,672	274,007	-	-	
-	1,702,915	47,620 134,050 273,570 5,500 2,000	4 4 1/2 4 1/4 4 3/4 5	462,740	2,165,655	-	-	
4 3 1/2	30,386,773	132,850 106,250 1,618,465 1,722,049 6,614,422 47,400 240 700	5 4 3/4 4 1/2 4 1/4 4 3 3/5 3 1/2 3	10,242,376	40,629,149	(b)	5,586,664	(a) See also the "Buckinghamshire." (b) The Company state "that permissive powers given in other Companies' Acts are not always exercised, and therefore the only return they can make is the sum actually subscribed."
-	239,101	19,874 60,126	4 1/2 4 1/2	80,000	319,101	-	-	
-	760,350	-	-	-	760,350	-	-	
-	1,245,000	-	-	-	1,245,000	-	-	(c) 414,000 L. included in London and North Western Return.
-	103,152	35,830 1,600	4 1/2 5	37,430	145,582	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
London and North Western— <i>contd.</i>								
Chester and Holyhead - -	3,605,000	1,094,332	4,699,332	2,100,000	2 ½	150,000 725,000 630,000	4 5 5 ½	- -
Conway and Llanrwst - -	60,000	19,966	79,966	60,000	5	- -	- -	- -
Cromford and High Peak -	306,525	20,000	326,525	127,700	8 s.	46,915 31,910 20,000 20,000	1 ¾ 3 3 ½ 4 ½	- -
Hampstead Junction - -	400,000	83,333	483,333	400,000	4 ½	- -	- -	- -
Kendal and Windermere - -	175,000	56,000	231,000	111,700	3	49,820	6	- -
Knighton - - - -	106,000	35,300	141,300	52,365	5	- -	- -	- -
Lancaster and Carlisle - -	2,991,130	463,000	3,454,130	2,420,300	10 ¾	456,000	4 ½	- -
Merthyr, Tredegar, and Aber- gavenny.	220,000	72,900	292,900	198,984	5	- -	- -	- -
St. George's Harbour - -	- -	- -	- -	- -	- -	- -	- -	- -
St. Helen's Canal and Railway	1,059,300	353,000	1,412,300	334,000	3 ½	175,080 344,000 206,120	4 ½ 5 6	- -
Shrewsbury and Welchpool -	246,000	72,000	318,000	216,000	4 ½	30,000	4 ½	- -
Shropshire Union Railways and Canal.	1,270,079	814,207	2,084,286	1,261,342	3 l. 3 s. 9 d.	- -	- -	- -
South Leicestershire - -	195,000	64,000	259,000	178,180	4 ½	- -	- -	- -
South Staffordshire - - -	1,302,000	431,300	1,733,300	944,935	4 ½	29,808 100,000	5 4 ½	- -
Stockport, Disley, and Whaley Bridge.	385,000	126,600	511,600	105,000 135,620	1 ½ 4 ½	20,095	4 ½	- -
Warrington and Stockport -	54,670*	75,000	129,670*	- * -	- -	20,510	5	- -
Watford and Rickmansworth -	70,000	23,000	93,000	31,730	- -	- -	- -	- -
See also the "Birkenhead," "North Union," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Preston and Wyre," "Shrewsbury and Here- ford," "Tenbury," and "West London Extension."								

Lines leased to, or worked by, the London and North Western Company.

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	3,605,000	1,000 334,221 138,210 616,403	3 $\frac{3}{4}$ 4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	1,089,834	4,694,834	—	—	
- -	60,000	- -	- -	- -	60,000	—	—	
- -	246,525	- -	- -	- -	246,525	3,740	3,740	
- -	400,000	3,400 72,853 6,000	4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	82,253	482,253	—	—	
- -	161,520	12,591 12,310 14,990	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	39,891	201,411	—	—	
- -	52,365	16,400 5,600	4 $\frac{1}{2}$ 5	22,000	74,365	—	—	
- -	2,876,300	81,511 12,000 1,200	4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	94,711	2,971,011	110,000	110,000	
- -	198,984	49,900	5	49,900	248,884	—	—	
- -	- -	- -	- -	- -	- -	- -	- -	Although several applications have been made to the Com- pany for this Return, no answer has been received.
- -	1,059,200	4,800 62,854 271,271 14,069	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	352,994	1,412,194	—	—	
- -	246,000	54,000	5	54,000	300,000	—	—	
- -	1,261,342	114,660 169,750 289,000 17,200 34,445	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	625,055	1,886,397	—	—	
- -	178,180	39,000	4 $\frac{1}{2}$	39,000	217,180	—	—	
- -	1,074,743	32,550 127,150 222,400 1,350	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	383,450	1,458,193	—	—	
- -	260,715	14,400 101,350	4 $\frac{1}{4}$ 4 $\frac{1}{2}$	115,750	376,465	—	—	
- -	20,510*	6,465 19,450 22,500 5,000	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$	53,415	73,925*	- -	- -	* Exclusive of 170,330 l. ex- changed for 157,555 l. Lon- don and North Western Stock, at 92 $\frac{1}{2}$ per cent.
- -	31,730	13,000	5	13,000	44,730	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
London and South Western - - -	10,818,558	4,433,900	15,252,458	7,162,229	5	11,000 1,903,671 14,400 170,990	4 4½ 5 7	816,387
Lines leased to, or worked by, the London and South Western Company.	(Portsmouth) - - - -	400,000	133,000	533,000	349,980	- - - -	- - - -	- - - -
	Bishop's Waltham - - -	24,000	7,600	31,600	12,580	- - -	1,940 5 on 300l. only	- - -
	Exeter and Crediton - -	105,000	34,999	139,999	70,000	3½	20,000	5
	Exeter and Exmouth - -	80,000	16,600	96,600	36,800	- - -	27,000	4l. 5s. 11d.
	Lymington - - - -	34,000	7,000	41,000	22,140	1½	11,860	5½
	Ringwood, Christchurch, and Bournemouth.	75,000	25,000	100,000	43,587	- - -	- - -	- - -
	Salisbury and Yeovil - -	700,000	232,733	932,733	325,717	5	152,165	5
	Staines, Wokingham, and Woking.	340,000	103,000	443,000	251,173	1½	50,000	5
	Stokes Bay Railway and Pier -	40,000	13,000	53,000	23,364	- - -	14,300	- - -
	Thames Valley - - - -	110,000	36,000	146,000	106,000	- - -	- - -	- - -
See also the "West London Extension."								
London, Brighton, and South Coast	12,187,000	4,035,900	16,222,900	4,967,260	5½	220,000 411,178 893,200 2,432,924 353,900	7 6 5 4½ 4	1,285,556
Lines leased to, or worked by, the London, Brighton, and South Coast Company.	Bognor - - - -	30,000	10,000	40,000	24,440	4½	- - -	- - -
	East Grinstead - - -	50,000	10,000	60,000	50,000	2l. 17s. 4d.	- - -	- - -
	Wimbledon and Croydon	60,500	13,000	73,500	45,500	4	- - -	- - -
	See also the "West London Extension."							
London, Chatham, and Dover -	12,710,000	4,214,399	16,924,399	4,367,323	-	5,199,600	- - -	- - -
Lines leased to, or worked by, the London, Chatham, and Dover Company.	Kent Coast - - - -	725,000	241,000	966,000	368,500	- - -	299,680	- - -
	Mid-Kent (Bromley to St. Mary's Cray).	61,550	23,000	84,550	61,550	4 (a)	- - -	- - -
	Sevenoaks, Maidstone, and Tunbridge.	825,000	274,666	1,099,666	102,679	- - -	127,243	- - -
	Sittingbourne and Sheerness	150,000	49,600	199,600	48,050	- - -	40,820	- - -

Including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	10,078,677	1,100 12,050 2,101,103 83,467 1,092,402 278,205 47,905	3 $\frac{1}{2}$ 3 $\frac{1}{4}$ 4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	3,616,232	13,694,909	- * -	648,822	* This Company only returns the amount actually subscribed.
-	349,980	-	-	-	349,980	-	-	The London and South Western Company pay an annuity for the purchase of the Ports- mouth Railway.
-	14,520	5,000	5	5,000	19,520	-	-	
-	90,000	3,300 19,500	4 $\frac{1}{2}$ 4 $\frac{1}{2}$	22,800	112,800	-	-	
-	63,800	16,600	5	16,600	80,400	-	-	
-	34,000	500 2,000 4,500	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	7,000	41,000	-	-	
-	43,587	15,000	5	15,000	58,587	-	-	
-	477,882	30,000 109,500 43,300	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	182,800	660,682	-	-	
-	301,173	1,000 73,560 8,140 4,550	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	87,250	388,423	-	-	
-	37,664	13,000	5	13,000	50,664	-	-	
-	106,000	-	-	-	106,000	-	-	
4	10,564,018	100,000 140,975 200,300 1,300,335 8,900	5 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 3 $\frac{3}{4}$	1,750,510	12,314,528	242,500	214,600	
-	24,440	-	-	-	24,440	-	-	
-	50,000	8,000 1,850	4 $\frac{1}{2}$ 5	9,850	59,850	-	-	
-	45,500	-	-	-	45,500	-	-	
-	9,566,923	1,550 1,000 2,144,587 4,000 851,433	4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5 5 $\frac{1}{4}$ 6	3,002,570	12,569,493	-	-	
-	668,180	39,230 200,932	5 6	240,162	908,342	-	-	
-	61,550	5,500 9,100 8,400	4 $\frac{1}{2}$ 5 5 $\frac{1}{2}$	23,000	84,550	-	-	(a) Paid by the London, Chatham, and Dover Company.
-	229,922	65,000	6	65,000	294,922	-	-	
-	88,870	12,000 1,600 25,400	6 5 $\frac{1}{2}$ 5	39,000	127,870	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debtenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
London, Tilbury, and Southend -	662,000	190,000	852,000	650,636	6	- -	- -	- -
Lostwithiel and Fowey - - -	30,000	10,000	40,000	15,166	- -	- -	- -	- -
<i>Lowestoft</i> - - - - -	Included in the Great Eastern Return.							
Ludlow and Clee Hill - - -	30,000	10,000	40,000	19,300	- -	- -	- -	- -
<i>Lymington</i> - - - - -	Worked by the London and South Western.							
<i>Lynn and Hunstanton</i> - - -	Worked by the Great Eastern.							
Lynn and Sutton Bridge - -	100,000	33,000	133,000	99,143	- -	- -	- -	- -
Macclesfield, Bollington, and Marple	200,000	66,600	266,600	10,400	- -	- -	- -	- -
Manchester and Milford - -	666,000	222,000	888,000	214,767	- -	- -	- -	- -
<i>Manchester, Buxton, Matlock, and Midlands Junction.</i>	Worked by the Midland.							
Manchester, Sheffield, and Lincoln- shire.	9,222,498	2,939,400	12,161,898	4,090,732	2 $\frac{1}{2}$	1,998,062 689,364 225,000 366,698	6 5 4 $\frac{1}{2}$ 3 $\frac{1}{4}$	79,576
South Yorkshire and River Dun	1,360,000	415,020	1,775,020	608,520	5	64,800 506,790	4 5	- -
<i>See also the "Oldham, Ash- ton-under-Lyne, and Guide Bridge Junction.</i>								
<i>Marlborough</i> - - - - -	Worked by the Great Western.							
Marple, New Mills, and Hayfield Junction.	160,000	53,300	213,300	132,136	- -	- -	- -	- -
Maryport and Carlisle - - -	495,000	155,000	650,000	206,175	10 $\frac{1}{2}$	252,825	8 $\frac{1}{20}$	- -
<i>Merthyr, Tredegar, and Aberga- venny.</i>	Leased to the London and North Western.							
Metropolitan - - - - -	4,000,000	1,332,330	5,332,330	2,249,976	6 $\frac{1}{4}$	300,000	5	- -
Metropolitan and St. John's Wood -	300,000	100,000	400,000	—	—	—	—	—
Metropolitan District - - -	3,600,000	1,200,000	4,800,000	—	—	—	—	—
Mid-Hants - - - - -	330,000	109,900	439,900	118,199	- -	- -	- -	- -
<i>Mid-Kent (Bromley to St. Mary's Cray).</i>	Leased to the London, Chatham, and Dover.							
Midland - - - - -	23,138,452	5,715,120	28,853,572	10,246,012 978,533 (a) 9,577	7 $\frac{3}{8}$ 6	140,000 (b) 145,000 (c) 25,000 1,949,903 1,853,087 2,475,000 526,822 957,240	8 7 $\frac{3}{8}$ 7 $\frac{3}{8}$ 6 4 $\frac{1}{2}$ 4 5 nil.	1,001,366

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£.	£.	£.		£.	£.	£.	
-	650,636	149,800	4 $\frac{1}{2}$	149,800	800,436	—	—	
-	15,166	400	5	400	15,566	—	—	
-	19,300	9,700	5	9,700	29,000	—	—	
-	99,143	-	-	-	99,143	—	—	
-	10,400	-	-	-	10,400	—	—	
-	214,767	-	-	-	214,767	—	—	
4	7,449,432	1,000 289,065 1,015,445 60,000 1,075,449 58,631 62,154	3 $\frac{3}{4}$ 4 4 $\frac{1}{2}$ 4 $\frac{3}{8}$ 4 $\frac{1}{2}$ 4 $\frac{3}{8}$ 5	2,561,744	10,011,176	633,000	397,741	
-	1,180,110	22,141 298,000 8,925 200	4 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	329,266	1,509,376	80,000	50,000	
-	132,136	-	-	-	132,136	—	—	
-	459,000	128,195	4	128,195	587,195	—	—	
-	2,549,976	10,000 376,315 7,110 154,010	4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5 6	547,435	3,097,411	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
-	118,199	22,500	5	22,500	140,699	—	—	
4	20,307,540	1,000 309,879 690,382 2,908,973 72,069 1,150	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 3 $\frac{3}{4}$ 3 $\frac{3}{4}$ 3 $\frac{1}{2}$	3,983,453	24,290,993	547,833	361,854	(a) Amount paid on cancelled shares. (b) Guaranteed a minimum dividend of 6l. per cent. per annum, with right to participation in further profits declared rateably with the ordinary stock of the Company. (c) Guaranteed a minimum dividend of 6l. per cent. per annum, with right to equal participation in profits when they exceed that rate.

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Midland Railway— <i>continued.</i>								
Lines leased to, or worked by, the Midland. { Manchester, Buxton, Matlock, and Midlands Junction.	453,750	151,250	605,000	436,250	27. 8 s. 6 d.	- -	- -	- -
North Western - - -	1,412,609	346,691	1,759,300	785,560	3 ½	126,285	5	- -
Redditch - - - -	50,000	16,500	66,500	35,000	2 ½	540	- -	- -
Tewkesbury and Malvern -	265,000	88,000	353,000	235,580	- -	- -	- -	- -
Midland and South Western Junction	90,000	30,000	120,000	—	—	—	—	—
Mid-Sussex and Midhurst Junction -	70,000	20,000	90,000	65,040	- -	- -	- -	- -
Mid-Wales - - - - -	775,000	257,000	1,032,000	401,830	- -	290,000	- -	- -
Milford - - - - -	Worked by the Great Western.							
Milford Haven, Dock, and Railway	140,000	46,000	186,000	—	—	—	—	—
Mistley Thorpe and Walton - -	60,000	20,000	80,000	13,186	- -	- -	- -	- -
Mold and Denbigh Junction - -	125,000	41,000	166,000	65,000	- -	- -	- -	- -
Monmouthshire Railway and Canal -	925,000	300,000	1,225,000	602,600	6 ½	315,000	5	- -
Moretonhampstead and South Devon	105,000	35,000	140,000	43,446	- -	- -	- -	- -
Much Wenlock and Severn Junction	Worked by the Great Western.							
Nantwich and Market Drayton -	Worked by the Great Western.							
Neath and Brecon - - - -	675,000	225,000	900,000	296,045	- -	- -	- -	- -
New Milford Docks - - - -	220,000	73,300	293,300	—	—	—	—	—
Newport Pagnel - - - - -	45,000	15,000	60,000	24,902	- -	- -	- -	- -
Newquay and Cornwall Junction -	27,000	9,000	36,000	1,522	- -	- -	- -	- -
Northampton and Banbury Junction	140,000	46,600	186,600	50,350	- -	- -	- -	- -
North and South Western Junction -	90,000	28,600	118,600	87,420	6	- -	- -	- -
North Eastern - - - - -	27,197,057	8,466,245	(a) 35,663,302	1,696,855 (b) 1,305,000 7,695,509 3,220,125 50,000 1,394,423 159,801	8 ½ 7 ½ 5 ¾ 5 ¼ 4 ½ 3 ½ nil	440,570 1,356,570 51,574 608,720 485,754 400,000 2,155,000 1,597,022	8 6 5 ¾ 5 ¼ 5 4 ¾ 4 ½ 4	67,670 197,377
Great North of England, Cla- rence, and Hartlepool Junction.	74,900	24,500	99,400	41,875	3	13,725 16,918	5 4 ½	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.	
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.		
	£.	£.		£.	£.	£.	£.		
-	-	436,250	26,000 36,250 22,750 24,128	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	109,128	545,378	—	—	
-	-	911,845	27,728 23,330 11,150 237,480	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	299,688	1,211,533	—	—	
-	-	35,540	11,500	5	11,500	47,040	—	—	
-	-	235,580	88,000	5	88,000	323,580	—	—	
-	-	—	—	—	—	—	—	—	
-	-	65,040	20,000	4	20,000	85,040	—	—	
-	-	691,830	226,850	5	226,850	918,680	—	—	
-	-	—	—	—	—	—	—	—	
-	-	13,186	—	—	—	13,186	—	—	
-	-	65,000	41,000	5	41,000	106,000	—	—	
-	-	917,600	530 49,188 93,131 154,250 1,027	3 $\frac{1}{2}$ 4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	298,126	1,215,726	40,000	40,000	
-	-	43,446	—	—	—	43,446	—	—	
-	-	296,045	155,000	5	155,000	451,045	—	—	
-	-	—	—	—	—	—	—	—	
-	-	24,902	11,100	5	11,100	36,002	—	—	
-	-	1,522	—	—	—	1,522	—	—	
-	-	50,350	—	—	—	50,350	—	—	
-	-	87,420	516 3,000 20,900 2,000	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$	26,416	113,836	—	—	
4 $\frac{1}{2}$ 4	22,881,970	39,300 1,198,966 1,403,077 4,957,786 28,600 4,600	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$	(c) 7,632,320	30,514,299	206,370	154,658	(a) Exclusive of 300,000 <i>l.</i> , which the Company state they were authorised to raise by shares or by loans by the "Leeds Northern Act, 1853," but which did not increase the amount of their capital. (b) 150,000 <i>l.</i> of this is 4 per Cent. Preferential Stock, but participates in any excess of dividend paid on the ordinary stock. (c) The Company state, that in addition to this sum they had, as lessees of the "Hull and Selby," and "Great North of England, Clarence, and Hartlepool Junction" Railways, loans outstanding on the 31st December 1864, to the amount of 230,269 <i>l.</i>	
-	-	72,518	—	—	—	72,518	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
<i>Northern and Eastern</i> - - -	Included in the Great Eastern Return.							
North London - - -	2,275,000	657,566	2,932,566	1,172,345	6	700,000	4½	7,075
North Staffordshire - - -	5,041,000	1,646,600	6,687,600	3,200,000	4½	(a)1,170,000	5	-
Northumberland Central - -	270,000	90,000	360,000	4,921	-	-	-	-
North Union - - -	739,201	426,500	1,165,701	739,201	8 L. 16 s. 0½ d.	-	-	-
<i>North Western</i> - - -	Leased to the Midland.							
North Western and Charing Cross -	990,000	330,000	1,320,000	—	—	—	—	—
<i>Norwich and Spalding</i> - - -	Worked by the Great Northern.							
<i>Nottingham and Grantham Railway and Canal.</i>	Leased to the Great Northern.							
Ogmore Valley Railways - -	120,000	40,000	160,000	65,100	-	-	-	-
Okehampton - - -	290,000	96,333	386,333	30,332	-	11,640	-	-
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	140,000	46,600	186,600	100,000	-	40,000	4½	-
Pembroke and Tenby - - -	280,000	93,200	373,200	78,208	5	18,690	5	-
Penarth Harbour, Dock, and Rail- way.	622,000	207,000	829,000	277,500	½	216,966	5	-
Peterborough, Wisbeach, and Sutton	285,000	95,000	380,000	175,320	-	-	-	-
Petersfield and Bishop's Waltham -	150,000	50,000	200,000	—	—	—	—	—
<i>Preston and Wyre</i> - - -	Leased to London and North Western and Lancashire and Yorkshire.							
<i>Ramsey</i> - - -	Worked by the Great Northern.							
<i>Redditch</i> - - -	Leased to the Midland.							
Redruth and Falmouth Junction -	80,000	26,600	106,600	—	—	—	—	—
Rhymney - - -	696,000	232,000	928,000	190,644	3	40,000 62,580 90,000	6 5 5 guaranteed.	-
Ribblesdale - - -	180,000	60,000	240,000	2,630	-	-	-	-
Rickmansworth, Amersham, and Chesham.	90,000	30,000	120,000	—	—	—	—	—

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	1,879,420	103,200 320,054 74,525 111,300	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	609,079	2,488,499	—	—	
-	4,370,000	5,100 373,960 549,274 401,720	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	1,330,054	5,700,054	80,000	-	(a) For purchase of Trent and Mersey Canal.
-	4,921	-	-	-	4,921	—	—	
-	739,201	226,687 10,000 121,741 11,900 30,250 200	4 4 $\frac{1}{8}$ 4 $\frac{1}{4}$ 4 $\frac{3}{8}$ 4 $\frac{1}{2}$ 5	400,778	1,139,979	-	-	The North Union is leased to the "London and North Western" and "Lancashire and Yorkshire" Companies, which two Companies jointly pay to the North Union proprietors in respect of the share capital of 739,201 l. an annual rent of 66,068 l. 18s., or about 8 l. 16 s. $-\frac{1}{2}$ d. per cent. per annum.
—	—	—	—	—	—	—	—	
-	65,100	-	-	-	65,100	—	—	
-	41,972	-	-	-	41,972	—	—	
-	140,000	1,000 45,320	4 4 $\frac{1}{2}$	46,320	186,320	-	-	Vested in the "London and North Western" and "Manchester, Sheffield, and Lincolnshire" Companies.
-	96,898	25,935	5	25,935	122,833	—	—	
-	494,466	2,000 16,000 30,000 182,482	4 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	180,482	674,948	—	—	
-	175,320	-	-	-	175,320	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
-	383,224	56,195 17,275 26,530	5 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	100,000	483,224	—	—	
-	2,630	-	-	-	2,630	—	—	
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—cont ^d .	£.	£.	£.	£.		£.		£.
<i>Ringwood, Christchurch, and Bournemouth.</i>	Worked by the London and South Western.							
<i>Royston and Hitchin</i> - - -	Leased to the Great Northern, and Worked by the Great Eastern.							
<i>Saffron Walden</i> - - -	95,000	31,000	126,000	34,113	-	-	-	-
<i>St. George's Harbour</i> - - -	Worked by the London and North Western.							
<i>St. Helen's Canal and Railway</i> -	See London and North Western.							
<i>St. Ives and West Cornwall Junction</i>	42,000	14,000	56,000	—	—	—	—	—
<i>Salisbury and Dorset Junction</i> -	160,000	53,300	213,300	22,722	-	-	-	-
<i>Salisbury and Yeovil</i> - - -	Leased to the London and South Western.							
<i>Salisbury Railway and Market House.</i>	12,000	3,600	15,600	12,000	-	-	-	-
<i>Saundersfoot Railway and Harbour</i> -	29,500	12,000	41,500	17,500	-	-	-	-
<i>Seaton and Beer</i> - - -	96,000	12,000	48,000	5,915	-	-	-	-
<i>Sevenoaks, Maidstone, and Tunbridge.</i>	Worked by the London, Chatham, and Dover.							
<i>Severn Valley</i> - - -	Worked by the Great Western.							
<i>Shrewsbury and Hereford</i> - -	675,000	225,000	900,000	553,195 (a) 6,753	6 4½	50,000	4½	35,565
<i>Shrewsbury and North Wales</i> -	450,000	149,000	599,000	201,150	-	-	-	-
<i>Shrewsbury and Welchpool</i> - -	Worked by the London and North Western.							
<i>Shropshire Union Railways and Canal.</i>	Leased to the London and North Western.							
<i>Sidmouth and Budleigh Salterton</i> -	80,000	26,600	106,600	1,000	-	-	-	-
<i>Sidmouth Railway and Harbour</i> -	-	-	-	-	-	-	-	-
<i>Sirhowy</i> - - -	105,000	35,000	140,000	105,000	9	-	-	-
<i>Sittingbourne and Sheerness</i> -	Leased to the London, Chatham, and Dover.							
<i>Somerset and Dorset</i> - - -	877,000	339,000	1,216,000	301,962	-	209,835	-	-
<i>Southam</i> - - -	70,000	23,000	93,000	—	—	—	—	—
<i>South Devon</i> - - -	1,839,550	605,666	2,445,216	1,469,425	21 8s. 9d.	100,000 270,120	4½ 5	80,875 49,285
Leased to, and worked by, the South Devon.	Dartmouth and Torbay -	175,000	58,300	233,300	71,210	-	-	-
	South Devon and Tavistock.	190,000	63,300	253,300	152,200	2½	33,675	4½
<i>South Devon and Tavistock</i> - -	Leased to the South Devon.							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	34,113	7,800	- -	7,800	41,913	-	-	
- -	22,722	-	- -	-	22,722	-	-	
- -	12,000	1,500	5	3,500	15,500	-	-	
- -	17,500	2,000	4½	-	-	-	-	
- -	17,500	8,000	5	8,000	25,500	-	-	
- -	5,915	-	- -	-	5,915	-	-	
4	645,513	1,000	5	183,015	828,528	10,000	5,000	(a) Payments in advance of calls. This line is leased to the London and North Western, and the Great Western Com- panies.
- -	201,150	400	4¾	-	-	-	-	
- -	1,000	123,000	4¾	-	-	-	-	
- -	-	21,900	4¾	-	-	-	-	- - Although several applica- tions have been made for this Return, no answer has been re- ceived.
- -	105,000	36,715	4	-	-	-	-	
- -	511,797	76,000	5	76,000	277,150	-	-	
- -	-	-	- -	-	-	-	-	
- -	-	-	- -	-	-	-	-	
- -	105,000	35,000	5	35,000	140,000	-	-	
- -	511,797	13,260	4½	306,000	(b) 817,797	12,000	12,000	(b) Exclusive of 118,500 L., advances on stock.
- -	-	292,740	5	-	-	-	-	
4	1,969,705	66,810	4	418,905	2,388,610	75,500	75,500	
4½	-	65,290	4¼	-	-	-	-	
- -	71,210	286,805	4½	-	-	-	-	
- -	-	19,700	4½	42,380	113,590	-	-	
- -	-	22,680	5	-	-	-	-	
- -	185,875	5,200	5	62,055	247,930	-	-	
- -	-	38,145	4½	-	-	-	-	
- -	-	10,710	4¼	-	-	-	-	
- -	-	8,000	4	-	-	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
South Eastern - - - -	11,229,533	6,061,842	17,291,375	7,993,090	5	2,349,592 1,517,450	4 $\frac{1}{2}$ 5	67,810
(Reading, Guildford, and Reigate)	800,000	- -	800,000	800,000	5 $\frac{1}{2}$	- -	- -	- -
London and Greenwich -	760,000	233,300	993,300	550,000	2 l. 14 s. 2 d.	210,000	5	- -
South Leicestershire - - -	Worked by the London and North Western.							
South Staffordshire - - -	Leased to the London and North Western.							
South Wales Mineral - - -	145,000	48,000	193,000	10,630 44,890	5 $\frac{1}{2}$	32,110	- -	- -
South Yorkshire and River Dun -	Leased to the Manchester, Sheffield, and Lincolnshire.							
Spalding and Bourne - - -	98,000	32,500	130,500	98,000	- -	- -	- -	- -
Stafford and Uttoxeter - - -	130,000	43,300	173,300	67,570	- -	- -	- -	- -
Staines, Wokingham, and Woking -	Leased to the London and South Western.							
Stamford and Essendine - - -	Worked by the Great Northern.							
Stockport and Woodley Junction -	80,000	26,666	106,666	37,000	- -	19,740 guaranteed.	4	- -
Stockport, Disley, and Whaley Bridge.	Worked by the London and North Western.							
Stockport, Timperley, and Altrincham Junction.	245,000	81,666	326,666	221,810	- -	- -	- -	- -
Stoke's Bay Railway and Pier -	Worked by the London and South Western.							
Stonehouse and Nailsworth - -	66,000	22,000	88,000	33,384	- -	- -	- -	- -
Stourbridge - - - - -	Worked by the Great Western.							
Stratford-upon-Avon - - - -	Worked by the Great Western.							
Sunningdale and Cambridge Town -	70,000	23,000	93,000	-	-	-	-	-
Swansea and Aberystwith Junction.	375,000	125,000	500,000	-	-	-	-	-
Swansea Vale - - - - -	249,000	83,000	332,000	128,544	1 $\frac{1}{2}$	17,500 5,740 51,600	4 5 6	- -
Swansea Vale and Neath and Brecon Junction.	120,000	40,000	160,000	8,000	- -	- -	- -	- -
Taff Vale - - - - -	1,460,000	437,000	1,897,000	947,110	10	165,000	10	38,817
Landed to, and worked by, the Taff Vale.								
{ Aberdare - - - -	50,000	16,600	66,600	50,000	10	- -	- -	- -
{ Llantrissant and Taff Vale Junction.	40,000	13,000	53,000	40,000	5	- -	- -	- -
Tamar, Kit Hill, and Callington -	70,000	23,300	93,300	-	-	-	-	-
Teign Valley - - - - -	45,000	15,000	60,000	2,331	- -	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	11,927,942	1,313,146 627,875 1,192,581 142,600 563,595	4 4 1/4 4 1/2 4 3/4 5	3,839,797	15,767,739	-	-	Return for year ending 31st January 1865.
-	800,000	-	-	-	800,000	-	-	
-	760,000	233,300	4	233,300	993,300	-	-	
-	87,630	31,050	5	31,050	118,680	-	-	
-	98,000	-	-	-	98,000	-	-	
-	67,570	21,000	5	21,000	88,570	-	-	
-	56,740	20,000	4 1/2	20,000	76,740	-	-	
-	221,810	49,295 350	4 1/2 4	49,645	271,455	-	-	
-	33,384	14,000	5	14,000	47,384	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	203,384	65,300 1,500	5 4 3/4	66,800	270,184	-	-	
-	8,000	-	-	-	8,000	-	-	
4	1,150,927	231,412 82,940 41,300	4 4 1/4 4 1/2	355,652	1,506,579	65,000	17,500	
-	50,000	16,600	4 1/2	16,600	66,600	-	-	
-	40,000	6,150 6,850	4 4 1/4	13,000	53,000	-	-	
-	-	-	-	-	-	-	-	
-	2,331	-	-	-	2,331	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Tenbury - - - -	30,000	10,000	40,000	24,410	-	-	-	-
<i>Tenbury and Bewdley</i> - - -	Worked by the Great Western.							
<i>Tendring Hundred</i> - - -	Worked by the Great Eastern.							
<i>Tewkesbury and Malvern</i> - -	Worked by the Midland.							
<i>Thames Valley</i> - - - -	Worked by the London and South Western.							
Tooting, Merton, and Wimbledon -	95,000	31,630	126,600	—	—	—	—	—
Torbay and Brixham - - -	18,000	6,000	24,000	—	—	—	—	—
Tottenham and Hampstead Junction	310,000	103,200	413,200	89,467	-	-	-	-
Trent, Ancholme, and Grimsby -	180,000	60,000	240,000	151,000	-	-	-	-
Uxbridge and Rickmansworth -	70,000	23,300	93,300	—	—	—	—	—
Vale of Clwyd - - - -	120,000	23,300	143,300	60,000	5	31,120	5	-
Vale of Crickhowell - - -	48,000	16,000	64,000	—	—	—	—	—
<i>Vale of Llangollen</i> - - -	Worked by the Great Western.							
Vale of Neath - - - -	1,116,000	370,633	1,486,633	722,550	4 $\frac{1}{2}$	102,640 290,810	4 $\frac{1}{2}$ 5	56,254
Briton Ferry Floating Dock -	135,000	35,000	170,000	70,992	-	40,000 3,740	5 6	-
<i>Vale of Towy</i> - - - -	Leased to the Llanelly.							
Victoria Station and Pimlico -	412,500	137,500	550,000	225,000	5 $\frac{1}{2}$	130,000	4 $\frac{1}{2}$	-
Wallingford and Watlington -	80,000	26,600	106,600	1,330	-	-	-	-
<i>Ware, Hadham, and Buntingford</i> -	Worked by the Great Eastern.							
<i>Warrington and Stockport</i> - -	See London and North Western.							
Watford and Edgware - - -	150,000	49,000	199,000	—	—	—	—	—
<i>Watford and Rickmansworth</i> -	Worked by the London and North Western.							
Weald of Kent - - - -	200,000	66,000	266,000	—	—	—	—	—
Wellington and Drayton - -	200,000	66,600	266,600	25,300	-	-	-	-
<i>Wellington and Severn Junction</i> -	Leased to the Great Western.							
Wenlock - - - -	125,000	41,500	166,500	23,942	-	-	-	-
Wensum Valley - - - -	220,000	73,000	293,000	600	-	-	-	-
West Cheshire - - - -	283,000	94,266	377,266	34,166	-	-	-	-

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	24,410	4,500 9,700	5 4 ½	14,200	38,610	- -	- -	Vested jointly in the Great Western, and London and North Western Companies.
- -	-	-	-	-	-	-	-	
- -	-	-	-	-	-	-	-	
- -	89,467	52,700	5	52,700	142,167	-	-	
- -	151,000	39,940	4 ½	39,940	190,940	-	-	
- -	-	-	-	-	-	-	-	
- -	91,120	20,000	4 ½	20,000	111,120	-	-	
- -	-	-	-	-	-	-	-	
4 ½	1,172,254	5,000 184,870 38,325 78,840 6,000	4 4 ¼ 4 ½ 4 ¾ 5	313,035	1,485,289	20,000	20,000	Return to 31 January 1865.
- -	114,732	15,000 20,000	5 6	35,000	149,732	- -	- -	Return for 18 months to 31 January 1865.
- -	355,000	11,900 35,450 33,600	4 4 ½ 4 ½	80,950	435,490	-	-	
- -	1,330	- -	- -	- -	1,330	-	-	
- -	-	-	-	-	-	-	-	
- -	-	-	-	-	-	-	-	
- -	25,300	- -	- -	- -	25,300	-	-	
- -	23,942	- -	- -	- -	23,942	-	-	
- -	600	- -	- -	- -	600	-	-	
- -	34,166	- -	- -	- -	34,166	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
West Cornwall - - - -	500,000	165,000	665,000	353,825	- -	29,750	5	- -
West Grinstead, Cuckfield, and Hay- ward's Heath Junction.	110,000	36,000	146,000	—	—	—	—	—
West Hartlepool Harbour and Rail- way.	3,220,300	1,029,000	4,249,300	2,868,967 12,487 43,732	2 l. 16 s. 6 d. 14 s. 1½ d. 10 s. 10½ d.	131,800 30,090 93,800	2½ 4 5	- -
Cleveland - - - -	285,000	94,900	379,900	184,700	2½	32,220	5	- -
West London Extension - - -	555,000	185,000	740,000	502,500	- - -	- -	- -	- -
West Norfolk Junction - - -	75,000	25,000	100,000	26,055	- - -	- -	- -	- -
West Riding and Grimsby - - -	440,000	146,600	586,600	183,935	- - -	- -	- -	- -
West Somerset - - - -	Leased to the Bristol and Exeter.							
West Somerset Mineral - - -	75,000	21,500	96,500	32,208	5	31,996	6	- -
West Sussex Junction - - -	125,000	41,600	166,600	—	—	—	—	—
West Yorkshire - - - -	See the Great Northern.							
Weymouth and Portland - - -	75,000	25,000	100,000	75,000	- - -	- -	- -	- -
Whitehaven and Furness Junction -	364,926	124,933	489,859	227,500 (c) 30,426	6½	102,000 5,000	5½ 4½	- -
Whitehaven, Cleator, and Egremont	195,000	65,000	260,000	163,604	12½	- -	- -	- -
Whitehaven Junction - - -	210,000	69,000	279,000	100,840	- - -	25,000 77,160 7,000	6 5 4½	- -
Wilts and Gloucestershire - - -	243,000	81,000	324,000	1,087	- - -	- -	- -	- -
Wimbledon and Croydon - - -	Leased to the London, Brighton, and South Coast.							
Witney - - - -	Worked by the Great Western.							
Wivenhoe and Brightlingsea - - -	25,000	8,000	33,000	24,133	- - -	- -	- -	- -
Worcester, Bromyard, and Leo- minster.	200,000	66,500	266,500	18,285	- - -	- -	- -	- -
Worcester, Dean Forest, and Mon- mouth.	450,000	150,000	600,000	—	—	—	—	—
Wrexham and Minera - - -	36,000	12,000	48,000	36,000	- - -	- -	- -	- -
Wrexham, Mold, and Connah's Quay	350,000	116,600	466,600	75,140	- - -	- -	- -	- -
Wycombe - - - -	Worked by the Great Western.							
TOTAL - - -	324,798,030	108,794,048	433,592,078	179,602,403	- -	85,337,261	- -	11,635,145

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
- -	£. 383,575	£. 36,100 128,115 600	5 4½ 4	£. 164,815	£. 548,390	£. —	£. —	
—	—	—	—	—	—	—	—	
- -	3,180,876	404,585 (a) 22,964 1,000 226,973 115,000	4½ 4½ 4½ 5 (b)	770,522	3,951,398	125,000	125,000	(a) "Balance of an Exchequer Loan originally made to the late Clarence Railway Company, which now forms part of this undertaking." (b) "At current Bank of England minimum rate of discount."
- -	216,920	900 63,550	4½ 5	64,450	281,370	—	—	
- -	502,500	123,000	4½	123,000	625,500	- -	- -	The line is used by the Great Western, London and North Western, London and South Western, and London, Brighton, and South Coast.
- -	26,055	- -	- -	- -	26,055	—	—	
- -	183,935	9,826 110,174	4½ 5	120,000	303,935	—	—	
- -	64,144	21,500	5	21,500	85,644	10,000	10,000	
—	—	—	—	—	—	—	—	
- -	75,000	25,000	4½	25,000	100,000	—	—	
- -	364,926	25,090 72,418 22,797 600 1,500	4 4¼ 4½ 4¾ 5	122,405	487,331	- -	- -	(c) On forfeited shares.
- -	163,604	34,330 950 28,790	4 4¼ 4½	64,070	227,674	—	—	
- -	210,000	19,750 48,300 350	4 4¼ 4½	68,400	278,400	—	—	
- -	1,087	- -	- -	- -	1,087	—	—	
- -	24,133	5,452	5	5,452	29,585	—	—	
- -	18,285	- -	- -	- -	18,285	—	—	
—	—	—	—	—	—	—	—	
- -	36,000	- -	- -	- -	36,000	—	—	
- -	75,140	10,000	5	10,000	85,140	—	—	
- -	276,574,809	76,280,586	- -	76,280,586	352,855,395	7,558,732	11,813,450	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other					
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.	
SCOTLAND:									
	£.	£.	£.	£.		£.		£.	
Aberdeen and Turriff - - -	Worked by the Great North of Scotland.								
Alford Valley - - - - -	Worked by the Great North of Scotland.								
Alyth - - - - -	Leased to the Scottish North Eastern.								
Arbroath and Forfar - - -	Leased to the Scottish North Eastern.								
Ayr and Maybole - - - - -	Worked, &c. by the Glasgow and South Western.								
Banff, Macduff, and Turriff Extension.	Worked by the Great North of Scotland.								
Banffshire - - - - -	Worked by the Great North of Scotland.								
Berwickshire - - - - -	Worked by the North British.								
Blane Valley- - - - -	51,000	17,000	68,000	21,479	-	-	-	-	
Bridge of Weir - - - - -	Worked by the Glasgow and South Western.								
Busby - - - - -	60,000	20,000	80,000	34,535	-	-	-	-	
Caledonian - - - - -	7,977,519	2,936,266	10,913,785	3,744,434	6 $\frac{1}{8}$	540,000 1,546,015 40,000 52,646 Guaranteed 156,355 240,000 60,000 195,547 600,000 125,000 499,712	5 4 $\frac{1}{2}$ 4 (a) 8 7 $\frac{7}{8}$ 6 5 4 $\frac{1}{2}$ 3 $\frac{1}{2}$ 3	144,231	
Worked by the Caledonian.	Dumfries, Lochmaben, and Lockerby Junction:	90,000	28,300	118,300	88,910	3 $\frac{1}{4}$	-	-	-
	General Terminus and Glas- gow Harbour.	200,000	66,666	266,666	159,369	4	-	-	-
	Portpatrick - - - - -	552,000	184,000	736,000	495,512	-	-	-	-
Carlisle and Silloth Bay - -	Leased to the North British.								
Castle Douglas and Dumfries -	Worked by the Glasgow and South Western.								
City of Glasgow Union - - -	900,000	300,000	1,200,000	14,510	-	-	-	-	
Crieff and Methven Junction - -	50,000	16,600	66,600	7,205	-	-	-	-	
Crieff Junction - - - - -	Worked by the Scottish Central.								
Deeside - - - - -	210,250	70,000	280,250	106,227 79,644	7 2	9,613	4 $\frac{1}{2}$	-	
Devon Valley - - - - -	Worked by the North British.								
Dumfries, Lochmaben, and Lockerby Junction.	Worked by the Caledonian.								
Dunblane, Doune, and Callander -	Worked by the Scottish Central.								

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
-	-	21,479	-	-	21,479	-	-	
-	-	34,535	4,400	5	4,400	38,935	-	
4	7,949,940	200 1,000 2,406,566 34,022 60,614 3,600 3,500	5 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$ 3 $\frac{1}{4}$ 3	2,509,502	(b) 10,453,442	90,000	85,000	Return made up for the year ending 31st January 1865. (a) Not entitled to dividend till from and after 31st July 1865. (b) Exclusive of 23,307l. received on cancelled shares, and not appropriated.
-	-	88,910	28,300	4	28,300	117,210	-	
-	-	159,369	16,860 25,850 10,516	4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	53,226	212,595	-	
-	-	435,512	121,110	4 $\frac{1}{2}$	121,110	556,622	-	
-	-	14,510	-	-	-	14,510	-	
-	-	7,205	-	-	-	7,205	-	
-	-	195,484	56,462 2,270	4 4 $\frac{1}{2}$	58,732	254,216	5,000	5,000

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
SCOTLAND—continued.	£.	£.	£.	£.		£.		£.
<i>Edinburgh and Bathgate</i> - -	Leased to the Edinburgh and Glasgow.							
<i>Edinburgh and Glasgow</i> - -	4,288,694	1,556,700	5,845,394	2,405,669	4 $\frac{3}{4}$	1,484,669	4 $\frac{1}{4}$	82,340
Leased to, and worked by, the Edin- burgh and Glasgow.	<i>Edinburgh and Bath- gate.</i>	250,000	83,000	333,000	188,956	3 $\frac{1}{2}$	- -	- -
	<i>Glasgow and Miln- gavie Junction.</i>	30,000	10,000	40,000	18,570	- -	- -	- -
<i>Esk Valley</i> - - - -	27,000	9,000	36,000	2,056	- -	- -	- -	- -
<i>Findhorn</i> - - - -	Worked by the Inverness and Aberdeen Junction.							
<i>Fochabers and Garmouth</i> - -	30,000	10,000	40,000	—	—	—	—	—
<i>Formartine and Buchan</i> - -	Worked by the Great North of Scotland.							
<i>Forth and Clyde Junction</i> - -	192,000	64,000	256,000	106,373	- -	14,307 55,860 4,520	6 5 2 $\frac{1}{2}$	- -
<i>General Terminus and Glasgow Harbour.</i>	Worked by the Caledonian.							
<i>Glasgow and Milngavie Junction</i> -	Worked by the Edinburgh and Glasgow.							
<i>Glasgow and South Western</i> - -	4,035,000	1,291,600	5,326,600	2,965,640	5 $\frac{3}{4}$	342,110 406,250	5 5 $\frac{3}{4}$	51,893
Lines leased to, and worked by, the Glasgow and South Western.	<i>Ayr and Maybole</i> - -	33,000	10,000	43,000	33,000	3	- -	- -
	<i>Bridge of Weir</i> - - -	25,000	8,300	33,300	21,425	4 $\frac{1}{2}$	- -	- -
	<i>Castle Douglas and Dumfries</i>	197,000	64,000	261,000	119,419	2 $\frac{1}{4}$	63,000	5
	<i>Kilmarnock and Troon</i> -	95,000	- -	95,000	40,000	9	- -	- -
	<i>Kirkcudbright</i> - - -	60,000	20,000	80,000	58,273	- -	- -	- -
	<i>Maybole and Girvan</i> - -	113,000	37,600	150,600	66,819	- -	45,000	1 $\frac{7}{8}$
<i>Great North of Scotland</i> - -	1,825,000	462,266	2,287,266	276,860	2 $\frac{1}{2}$	291,090 482,050 337,825	5 4 $\frac{1}{2}$ 2 $\frac{1}{2}$	11,915

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	3,972,678	22,900 1,221,089 11,330 38,500	4 ½ 4 3 ¾ 3 ½	1,293,819	5,266,497	17,000	17,000	Return made up to 31st January 1865.
-	188,956	62,700	4	62,700	251,656	—	—	
-	18,570	4,830 5,000	4 ½ 4 ½	9,830	28,400	—	—	
-	2,056	-	-	-	2,056	—	—	
—	—	—	—	—	—	—	—	
-	181,060	24,600 1,000 30,280	5 4 ¾ 4 ½	55,880	236,940	-	-	Return made up to 31st January 1865.
4	3,765,893	994,316 90,380 68,225 3,500	4 3 ¾ 3 ½ 3 ¼	1,156,421	4,922,314	(a) 214,000	223,000	(a) In addition to this sum the Company state that "they have permissive powers to sub- scribe, out of their ordinary funds, further sums towards other undertakings."
-	33,000	7,200 2,000 800	4 4 ½ 4 ½	10,000	43,000	—	—	
-	21,425	3,800 4,500	4 ½ 5	8,300	29,725	-	-	Return made up to 31st January 1865.
-	182,419	5,300 21,900 34,913	3 ½ 4 4 ½	62,113	244,532	5,000	5,000	
-	40,000	-	-	-	40,000	—	—	
-	8,5273	16,355 1,300	4 ½ 4	17,655	75,928	—	—	
-	111,819	11,000 19,950 4,500 150	5 4 ½ 4 ¼ 5	35,600	147,419	—	—	
4	1,399,740	17,400 66,558 1,815 315,903 5,070 2,000	4 ¾ 4 ½ 4 ¼ 4 3 ¾ 3 ½	408,746	1,808,486	658,780	562,546	Return for the year ending 31st January 1865.

[illegible]

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
-	-	85,290	19,000 12,916 1,700 1,970	4 4 1/2 4 3/4 5	35,586	120,876	-	-
-	-	83,960	17,337 9,525 200	4 4 1/2 4 3/4	27,062	111,022	-	-
-	-	49,875	1,100 627 25,273	4 4 1/2 5	27,000	76,875	-	-
-	-	49,076	28,400	4 1/2	28,400	77,476	-	-
-	-	362,439	99,040	4 1/2	99,040	461,479	-	-
-	-	24,755	-	-	-	24,755	-	-
-	-	38,784	16,297	4	16,297	55 081	25,000	25,000
-	-	113,115	10,000 7,883 17,200 2,050	4 4 1/2 4 1/2 5	37,133	150,248	-	-
-	-	140,190	89,992	4	89,992	230,182	-	-
-	-	99,558	500 38,051 11,346	4 1/2 4 1/2 5	49,897	149,455	-	-
4	1,057,882	3,300 189,328 1,000 126,221	3 1/2 4 4 1/2 4 3/2	319,849	1,377,731	15,000	-	
-	-	8,962	2,011	4 1/2	2,011	10,973	-	-
-	-	665,345	16,400 226,300	4 4 1/2	242,700	908,045	5,000	-
-	-	107,370	10,100 1,500 17,200	4 4 1/2 4 1/2	28,800	136,170	-	(a) Leven stock. (b) East of Fife stock.
4	711,761	500 168,851 4,000 43,345 7,000	3 1/2 4 4 1/2 4 1/2 5	223,696	935,457	-	-	
-	-	33,428	-	-	-	33,428	-	-

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864 paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
SCOTLAND—continued.	£.	£.	£.	£.		£.		£.
North British - - - -	8,858,792	3,614,471	12,473,263	2,750,932 97,775 1,280,010 47,233	2 ½ 3 l. 3 s. 9 d. 14 s. 2 d. nil.	45,660 676,146 2,316,257 391,235 58,449	2 4 5 5 ½ nil.	45,000 18,287 336,857
Lines leased to, or worked by, the North British.								
Berwickshire - - - -	100,000	33,300	133,300	100,000	-	-	-	-
Carlisle and Silloth Bay - -	240,000	25,000	265,000	165,000	-	75,000	5	-
Devon Valley - - - -	80,000	26,600	106,600	20,018	-	-	-	-
Leadburn, Linton, and Dolphinton.	40,000	13,300	53,300	18,494	-	-	-	-
Leslie - - - -	35,000	11,500	46,500	22,219	-	-	-	-
Peebles - - - -	97,000	32,000	129,000	70,000	6	27,000	5	-
Port Carlisle Dock and Railway	144,137	-	144,137	70,600	1 ½	-	-	73,537
St. Andrew's - - - -	21,000	7,000	28,000	21,000	4 ½	-	-	-
Peebles - - - -	Leased to the North British.							
Port Carlisle Dock and Railway -	Leased to the North British.							
Port Patrick - - - -	Worked by the Caledonian.							
St. Andrew's - - - -	Worked by the North British.							
Scottish Central - - - -	2,353,400	758,149	3,111,549	1,045,000 299,700	7 2 ½	477,769 400,000	4 ½ 5	308,805
Worked by the Scottish Central.								
Crieff Junction - -	45,000	12,000	57,000	45,000	5	-	-	-
Dunblane, Doune, and Callander.	70,000	20,000	90,000	43,212	2	15,000	5	-
Scottish North Eastern - - -	2,801,192	935,500	3,736,692	830,000 600,000 200,000	1 ½ 5 ½ 7 ½	136,825 170,573 66,700 276,342 150,000	3 ½ 4 ½ 5 6 7	76,886
Leased to the Scottish North Eastern.								
Alyth - - - -	36,000	11,000	47,000	33,000	-	-	-	-
Arbroath and Forfar -	250,000	16,666	266,666	184,750	6	40,000	6	-
Strathspey - - - -	Worked by the Great North of Scotland.							
TOTAL - - - £.	40,818,624	14,162,643	54,981,267	21,078,989	-	14,404,984	-	1,150,923

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount Authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.		£.	£.	
3 1 4 5	8,063,841	9,150 20,750 1,808,777 312,891 268,716 3,000 30,500 239,305	3 1 3 3 4 4 1 4 1 4 1 4 1 5	2,693,089	10,756,930	—	—	
- -	100,000	20,600 7,050 3,500	4 1 4 1 5	31,150	131,150	—	—	
- -	240,000	5,300 1,700 2,000	4 4 1 4 1	9,000	249,000	—	—	
- -	20,018	- -	- -	- -	20,018	—	—	
- -	18,494	- -	- -	- -	18,494	—	—	
- -	22,219	4,200 1,200 6,100	4 4 1 4 1	11,500	33,719	—	—	
- -	97,000	32,000	4	32,000	129,000	—	—	
3	144,137	- -	- -	- -	144,137	—	—	
- -	21,000	5,300	4	5,300	26,300	- -	- -	To 31st January 1865.
4	2,531,274	1,900 349,622 16,920 40,840	3 1 4 4 1 4 1	409,282	2,940,556	13,400	13,400	
- -	45,000	12,000	4	12,000	57,000	—	—	
- -	58,212	12,650 7,350	4 4 1	20,000	78,212	- -	- -	Made up to 31st January 1865.
4	2,507,328	200 15,000 612,110 1,000 109,640	3 1 3 3 4 4 1 4 1	737,950	3,245,278	42,000	7,000	Made up to 31st January 1865.
- -	33,000	1,000 10,000	4 1 5	11,000	44,000	—	—	
- -	224,750	5,600	4	5,600	230,350	—	—	
- -	36,634,896	11,101,668	- -	11,101,668	47,736,564	1,090,180	942,946	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
IRELAND :								
Athenry and Ennis Junction - -	£. 200,000	£. 66,000	£. 266,000	£. 50,374	- -	£. -	- -	£. -
<i>Athenry and Tuam</i> - - -	Leased to the Midland Great Western of Ireland.							
Bagenalstown and Wexford - -	- -	- -	- -	- -	- -	- -	- -	- -
Banbridge Extension - - -	90,000	30,000	120,000	43,465	- -	- -	- -	- -
<i>Banbridge Junction</i> - - -	Leased to the Dublin and Belfast Junction.							
<i>Banbridge, Lisburn, and Belfast</i> -	Leased to the Ulster.							
Belfast and County Down - -	535,000	166,666	701,666	237,811 20,401 (a)	- -	168,000 11,050	5 $\frac{1}{2}$	- -
Belfast and Northern Counties -	917,500	323,833	1,241,333	556,703	3 $\frac{1}{2}$	160,000 59,600	4 4 $\frac{1}{2}$	110
Leased to, and worked by, the Belfast and Northern Counties.	Carrickfergus and Larne.	125,000	41,500	166,500	80,566	- -	- -	- -
	Londonderry and Coleraine.	325,775	262,763	588,538	176,050	146,522	- -	- -
Belfast Central - - -	300,000	100,000	400,000	500	- -	- -	- -	- -
Belfast, Holywood, and Bangor -	150,000	49,000	199,000	105,584	- -	- -	- -	- -
<i>Carrickfergus and Larne</i> - -	Worked by the Belfast and Northern Counties.							
Cork and Bandon - - -	318,000	80,000	398,000	175,241	- -	48,000 29,693	5 $\frac{1}{2}$ 4	8,310
Cork and Kinsale Junction -	65,000	21,600	86,600	20,330	- -	18,530	- -	- -
<i>Cork and Kinsale Junction</i> - -	Worked by the Cork and Bandon.							
<i>Cork and Limerick Direct</i> - -	Worked by the Great Southern and Western of Ireland.							
Cork and Macroom Direct - -	120,000	40,000	160,000	58,490	- -	- -	- -	- -
Cork and Youghal - - -	365,000	131,000	496,000	139,400	- -	225,600	6	- -
Cork, Blackrock, and Passage -	130,000	43,330	173,330	118,700	2	- -	- -	- -
Downpatrick and Newry - -	265,000	88,300	353,300	10,098	- -	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
-	50,374	-	-	-	50,374	-	-	
-	-	-	-	-	-	-	-	Closed on 31st December 1863, and is at present in the hands of the Irish Court of Bank- ruptcy.
-	43,465	-	-	-	43,465	-	-	
-	437,262	87,734 78,863	5 4½	166,597	603,859	35,000	15,000	Return made up for year end- ing 31st January 1865. (a) Forfeited shares.
4	776,413	13,985 135,441 114,000 25,300	4 4¼ 4½ 5	288,726	1,065,139	20,000	12,500	
-	80,566	36,000 1,600	5 4¾	37,600	118,166	-	-	
-	322,572	60,000 95,763 33,175 68,416	5 4 2½ 3	257,354	579,926	-	-	
-	500	-	-	-	500	-	-	
-	105,584	38,000	5	38,000	143,584	-	-	
4	261,144	13,177 1,200 45,200 12,100	4 4½ 5 6	71,677	332,821	-	-	
-	38,860	5,900 15,700	5 6	21,600	60,460	-	-	
-	58,490	-	-	-	58,490	-	-	
-	365,000	131,000	5	131,000	496,000	-	-	
-	118,700	7,000 27,050 200 5,263	6 5 4½ 4	39,513	158,213	-	-	
-	10,098	-	-	-	10,098	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
IRELAND—continued.	£.	£.	£.	£.		£.		£.
Dublin and Antrim Junction - -	120,000	40,000	160,000	26,665	- - -	- - -	- - -	- - -
Dublin and Baltinglass Junction -	180,000	60,000	240,000	2,272	- - -	- - -	- - -	- - -
Dublin and Belfast Junction - -	873,500	291,150	1,164,650	873,500	3½	- - -	- - -	- - -
Banbridge Junction - -	60,000	20,000	80,000	21,981	2	17,800	5	- - -
Dublin and Drogheda - - -	953,000	317,333	1,270,333	625,173	4	94,225 155,775	4 5	43,672
Dublin and Kingstown - - -	Leased to the Dublin, Wicklow, and Wexford.							
Dublin and Meath - - -	350,000	115,000	465,000	133,155	- - -	183,460	- - -	- - -
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	250,000	83,000	333,000	2,770	- - -	- - -	- - -	- - -
Dublin Trunk Connecting - -	255,000	85,000	340,000	—	—	—	—	—
Dublin, Wicklow, and Wexford -	1,295,000	430,932	1,725,932	580,000	5	200,000 302,897	6 5	- - -
Dublin and Kingstown - -	350,000	(a) 110,000	460,000	350,000	9	- - -	- - -	- - -
Dundalk and Greenore - - -	110,000	36,600	146,600	738	- - -	- - -	- - -	- - -
Enniskillen, Bundoran, and Sligo -	350,000	116,600	466,600	45,384	- - -	- - -	- - -	- - -
Finn Valley - - - -	Worked by the Irish North Western.							
Great Northern and Western of Ireland.	Worked by the Midland Great Western of Ireland.							
Great Southern and Western of Ireland.	5,386,940	540,965	5,927,905	3,791,980	4½	1,329,100	4	- - -
Cork and Limerick Direct -	105,000	33,000	138,000	71,135	2	- - -	- - -	- - -
Irish North Western - - -	970,000	300,000	1,270,000	199,124	- - -	505,975	- - -	54,490

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864. Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings - are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 26,665	-	-	£. -	£. 26,665	£. -	£. -	
-	2,272	-	-	-	2,272	-	-	
-	873,500	8,400 110,950 88,020	4 4 1/4 5	207,370	1,080,870	73,000	41,286	
-	39,781	16,750 500	4 1/2 5	17,250	57,031	-	-	
4	918,845	25,750 12,481 93,450 80,194 12,800 30,000	3 4 4 1/2 4 1/2 4 3/4 5	254,675	1,173,520	20,000	18,450	
-	316,615	100,138	5	100,138	416,753	-	-	
-	2,770	-	-	-	2,770	-	-	
-	-	-	-	-	-	-	-	
-	1,082,897	55,520 5,900 115,286 1,500 201,320	4 4 1/2 4 1/2 4 3/4 5	379,526	1,462,423	-	-	
-	350,000	70,000	4	70,000	420,000	-	-	(a) Including 40,000 l. "con- tingent on possible events."
-	738	-	-	-	738	-	-	
-	45,384	55,000	5	55,000	100,384	-	-	
-	5,121,080	185,835 156,350 10,000 156,569 3,300 10,800	4 4 1/2 4 1/2 4 1/2 4 3/4 5	522,854	5,643,934	75,000	49,700	
-	71,135	33,000 (b) 9,445 (c) 1,715	5 5 2	44,160	115,295	5,000	-	(b) Overdrawn Bank Account. (c) Loan from Revenue Ac- count.
5	759,589	69,304 46,627 23,701 27,200 58,580 8,500	4 4 1/2 5 5 1/2 6 Fluctuating	233,912	993,501	50,000	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debenture Stock or Funded Debt.
IRELAND--continued.								
Irish North Western-- <i>continued</i> .	£.	£.	£.	£.		£.		£.
Finn Valley - - - -	60,000	20,000	80,000	43,623	-	-	-	-
Londonderry and Enniskillen -	455,000	150,000	605,000	129,200	-	31,850 3,062 247,669 43,150	6 5 6½ (a)	2,100 27,400 6,810
Kilkenny Junction - - - -	200,000	66,000	266,000	59,350	-	-	-	-
Kilrush and Kilkee, and Poulmasherry Reclamation.	60,000	20,000	80,000	60,000	-	-	-	-
Letterkenny - - - - -	100,000	33,300	133,300	51,698	-	-	-	-
Limerick and Castleconnell - -	Worked by the Waterford and Limerick.							
Limerick and Ennis - - - -	Worked by the Waterford and Limerick.							
Limerick and Foynes - - - -	Worked by the Waterford and Limerick.							
Londonderry and Coleraine - -	Leased to the Belfast Northern Counties.							
Londonderry and Enniskillen -	Leased to the Irish North Western.							
Londonderry and Lough Swilly -	105,000	26,200	131,200	34,484	-	-	-	-
Midland Counties and Shannon Junction.	115,000	38,300	153,300	61,333	-	-	-	-
Midland Great Western of Ireland -	2,778,333	1,009,666	3,787,999	2,156,931	3	-	-	-
Leased to, and worked by, the Midland Great Western.	Athenry and Tuam -	90,000	30,000	120,000	61,673	3	-	-
	Great Northern and Western of Ireland.	524,000	174,000	698,000	332,048	2½	40,270	5
Newcastle (County Down) - -	20,000	6,600	26,600	-	-	-	-	-
Newry and Armagh - - - -	247,660	78,000	325,660	50,050	-	104,631	-	-
Newry and Greenore - - - -	152,000	50,600	202,600	7,946	-	-	-	-
Newry, Warrenpoint, and Rostrevor	120,000	39,900	159,900	99,910	-	20,000	-	-
Parsonstown and Portumna Bridge -	65,000	21,600	86,600	13,276	-	-	-	-
Parsonstown and Portumna Bridge Extension.	24,000	8,000	32,000	-	-	-	-	-
Portadown, Dungannon, and Omagh Junction.	Leased to the Ulster.							
Rathkeale and Newcastle Junction -	50,000	16,600	66,600	13,959	-	-	-	-

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	43,623	20,000	5	20,000	63,623	—	—	
4 ½	491,241	25,056	4	108,856	600,097	—	—	
4 ½		4,100	4 ½					
5		400	4 ¾					
		79,300	5					(a) 1 ½ per Cent., on account of arrears of dividend.
- -	59,350	61,158	5	61,158	120,508	—	—	
- -	60,000	- -	- -	- -	60,000	—	—	
- -	51,698	- -	- -	- -	51,698	—	—	
- -	34,484	19,600	5	19,600	54,084	- -	- -	Return made up for year ending 31st January 1865.
- -	61,333	- -	- -	- -	61,333	—	—	
- -	2,156,931	85,975	4	1,264,273	3,421,204	153,333	116,267	
		66,150	4 ½					
		21,000	4 ¾					
		417,718	4 ½					
		67,430	5					
		135,861	(b)					(b) Mortgage to Royal Canal.
		470,139	(c)					(c) Balance due on Loan from Exchequer Loan Commissioners.
- -	61,673	30,000	5	30,000	91,673	10,000	—	
- -	372,318	113,000	4	113,000	485,318	—	—	
- -	—	—	—	—	—	—	—	
- -	154,681	78,000	5	78,000	232,681	—	—	
- -	7,946	- -	- -	- -	7,946	—	—	
- -	119,910	500	4	36,400	156,310	—	—	
		200	4 ½					
		35,700	5					
- -	13,276	- -	- -	- -	13,276	—	—	
- -	—	—	—	—	—	—	—	
- -	13,959	- -	- -	- -	13,959	—	—	

NAME OF COMPANY,	Authorised Capital on the 31st December 1864, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1864, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1864.	Preferential Capital.	Rate per Cent. of the Dividend for 1864.	Debtenture Stock or Funded Debt.
IRELAND—continued.								
Sligo and Ballaghaderreen Junction -	£. 40,000	£. 13,300	£ 53,300	£. 1,750	- -	£. -	- -	- -
Ulster - - - - -	1,030,000	310,000	1,340,000	750,000 250,000	4 ½ 3 ¾	- -	- -	47,085
Leased to the Ulster.	Banbridge, Lisburn, and Belfast.	150,000	49,000	199,000	86,082	- -	40,000	- -
	Portadown, Dungannon, and Omagh Junction.	470,775	156,185	626,960	250,808	- -	66,715	6
Waterford and Kilkenny - -	Leased to the Waterford and Limerick.							
Waterford and Limerick - -	1,000,000	328,100	1,328,100	501,512	¾	91,200 300,800	4 ½ 5	500 5,000 10,000 500
Worked by, and leased to, the Waterford and Limerick.	Limerick and Castlecunnell -	62,000	20,333	82,333	53,713	- -	7,780	- -
	Limerick and Ennis - -	150,000	75,000	225,000	91,978	- -	12,325	- -
	Limerick and Foynes - -	175,000	43,300	218,300	97,173	- -	32,917	- -
	Waterford and Kilkenny -	450,000	149,000	599,000	250,000	- -	196,885	1 ½
Waterford and Passage - -	- -	- -	- -	- -	- -	- -	- -	- -
Waterford and Tramore - -	58,000	19,350	77,350	48,000	¾	10,000	5	- -
Waterford and Wexford - -	330,000	110,000	440,000	-	-	-	-	-
West Cork - - - - -	200,000	66,600	266,600	191,575	- -	- -	- -	- -
TOTAL - - -	24,796,483	7,162,506	31,948,989	14,074,087	- -	4,905,381	- -	263,473

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1864, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1864, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1864.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
- -	£. 1,750	- -	- -	£. -	£. 1,750	£. —	£. —	
4	1,047,085	117,330 96,300 3,650 39,580	4 4 ½ 4 ¾ 4 ½	256,860	1,303,945	125,000	94,000	
- -	126,082	11,970 1,000 36,030	4 ½ 4 ¾ 5	40,000	175,082	—	—	
- -	317,523	20,296 50,263 36,026	4 4 ½ 5	106,585	424,108	—	—	
4 4 ½ 4 ¾ 4 ½	909,512	61,496 7,000 10,000 98,990 75,325 55,470 12,400	4 4 ½ 4 ¾ 4 ½ 4 ¾ 5 5 ½	320,681	1,230,193	79,500	26,500	
- -	61,493	6,500 13,833	5 5 ½	20,333	81,826	—	—	
- -	104,303	23,895 17,550 500 32,350	4 5 6 6 ½	74,295	178,598	—	—	
- -	130,090	27,000 5,500 10,800	4 5 6	43,300	173,390	5,000	—	
5	504,381	51,429 19,091 19,875	4 5 6	90,395	594,776	20,000	5,000	
- -	- -	- -	- -	- -	- -	- -	- -	Although several applications have been made for this Return the Company has not complied with the Order of the House.
- -	58,000	18,850	5	18,850	70,850	—	—	
- -	191,575	41,550 3,050	5 6	44,600	236,175	—	—	
- -	19,242,941	5,648,538	- -	5,648,538	24,891,479	670,833	378,703	

RETURN of any AMALGAMATION, WORKING ARRANGEMENT, or SALE or LEASE of
under the Authority

ENGLAND AND WALES

AMALGAMATION OF	Date in 1864, when the Amalgamation took place.	Act authorising the Amalgamation.	WORKING ARRANGEMENT OF	Date in 1864, when the Working Arrangement came into Operation.	Act authorising the Working Arrangement.
Aberdare Valley, with the Vale of Neath.	1 January -	22 & 23 Vict. c. 22.	Bognor, and the London, Brighton, and South Coast.	1 June -	24 & 25 Vict. c. 120.
Banstead and Epsom Downs, with the London, Brighton, and South Coast.	19 December -	26 & 27 Vict. c. 314.	Buckfastleigh, Totnes, and South Devon, and the South Devon, in perpetuity.	11 May -	27 & 28 Vict. c. 258.
Boston, Sleaford, and Midland Counties, with the Great Northern.	25 July -	27 & 28 Vict. c. 242.	Faringdon, and the Great Western, for 10 years.	1 June -	23 & 24 Vict. c. 196.
Bourne and Essendine, with the Great Northern.	25 July -	27 & 28 Vict. c. 242.	Hammersmith and City, and the Great Western, for 10 years.	13 June -	24 & 25 Vict. c. 164.
Brighton, Uckfield, and Tunbridge Wells, with the London, Brighton, and South Coast.	19 December -	26 & 27 Vict. c. 314.	Liskeard and Looe Union Canal, and the Liskeard and Caradon, for one year.	1 March -	21 Vict. c. 11.
Charing Cross, with the South Eastern.	1 Sept. -	26 & 27 Vict. c. 115.	Much Wenlock and Severn Junction, and the Great Western, for 10 years, from 17 July 1862.	24 March -	27 & 28 Vict. c. 302.
East Grinstead, Groombridge, and Tunbridge Wells, with the London, Brighton, and South Coast.	19 Dec. -	26 & 27 Vict. c. 314.	Tewkesbury and Malvern, and the Midland, in perpetuity.	16 May -	23 Vict. c. 72.
Horsham and Guildford Direct, with the London, Brighton, and South Coast.	19 Dec. -	26 & 27 Vict. c. 314.	Thames Valley, and the London and South Western, in perpetuity.	1 Nov. -	25 & 26 Vict. c. 152.
Llanidloes and Newtown, Newtown and Machynlleth, Oswestry, Ellesmere, and Whitchurch, and the Oswestry and Newtown, into the Cambrian.	25 July -	27 & 28 Vict. c. 262.			
Mid-Kent with the South Eastern.	29 July -	27 & 28 Vict. c. 311.			
Southampton and Netley, with the London and South Western.	1 January -	27 & 28 Vict. c. 174.			

SCOTLAND

Alva, with the Edinburgh and Glasgow.	31 July -	27 & 28 Vict. c. 81.	Banff, Macduff, and Turriff Extension, and the Great North of Scotland, for 10 years, from 13 November 1863.	- - -	20 & 21 Vict. c. 50.
Hamilton and Strathaven, with the Caledonian.	1 August -	27 & 28 Vict. c. 250.	Dunblane, Doune, and Callander, and the Scottish Central.	1 August -	19 & 20 Vict. c. 42.
Perth and Dunkeld, with the Inverness and Perth Junction.	1 March -	26 & 27 Vict. c. 58.	Leadburn, Linton, Dolphinton, and the North British, for 10 years.	4 July -	25 & 26 Vict. c. 51.
Wansbeck, with the North British.	20 July -	26 & 27 Vict. c. 194.	Port Patrick, and the Caledonian, for 21 years.	1 Sept. -	27 & 28 Vict. c. 317.

their UNDERTAKING, carried into effect by RAILWAY COMPANIES during the Year 1864,
of an Act of Parliament.

- - - - - ENGLAND AND WALES.

SALE OF	Date in 1864, when the Undertaking was Sold.	Act under which the Undertaking was Sold.	LEASE OF	Date in 1864, when the Undertaking was Leased.	Act Authorising the Lease.
Barnsley Coal, to the South Yorkshire and River Dun.	30 January -	26 & 27 Vict. c. 146.	South Yorkshire and River Dun, to the Manchester, Sheffield, and Lincolnshire, for 999 years.	23 June -	27 & 28 Vict. c. 77.
Bedford and Cambridge, to the London and North Western.	26 Oct. -	27 & 28 Vict. c. 62.			
Saint Helen's Canal and Rail- way, to the London and North Western.	29 July -	27 & 28 Vict. c. 296.	West Somerset, to the Bristol and Exeter, for 999 years.	31 Oct. -	26 Vict. c. 60.
Shrewsbury and Welchpool, to the London and North West- ern.	31 Dec. -	27 & 28 Vict. c. 196.			

- - - - - SCOTLAND.

Perth, Almond Valley, and Methven, to the Scottish North Eastern.	1 Feb. 1863.	27 & 28 Vict. c. 83.	Alyth, to the Scottish North Eastern, in perpetuity.	From 1 Feb. 1863.	27 & 28 Vict. c. 82.
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GENERAL SUMMARY.

TRAFFIC.

	Length of Line Open.			PASSENGER TRAFFIC.							GOODS TRAFFIC.					
				Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			Coal, Coke, and other Minerals.	General Merchandise.
	Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passen- gers.					Cattle.	Sheep.	Pigs.		
ENGLAND and WALES, for 1864	5,976	2,914	8,890	23,467,020	59,681,016	114,016,625	197,164,661	51,914	54,030	230,368	354,019	2,083,254	6,786,127	1,426,264	61,890,054	28,802
" " " for 1863	5,876	2,692	8,568	21,992,216	51,794,959	99,818,310	173,605,485	42,991	55,242	226,439	327,147	2,123,833	6,076,908	1,270,561	55,613,641	26,741
Increase in 1864	-	100	222	1,474,804	7,886,057	14,198,315	23,559,176	8,923	1,212 Decrease.	3,929	26,872	40,579 Decrease.	709,219	155,703	6,276,413	2,060
SCOTLAND, for 1864 - - -	928	1,177	2,105	2,691,301	1,998,949	15,515,205	20,205,455	15,403	8,019	28,419	68,880	482,656	1,241,279	65,329	13,245,363	4,577
" for 1863 - - -	901½	1,112	2,013½	2,567,046	2,100,713	14,899,640	19,567,399	12,537	13,526	23,973	67,995	502,765	1,214,771	71,218	12,194,972	4,263
Increase in 1864	-	26½	85	124,255	101,764 Decrease.	615,565	638,056	2,866	4,907 Decrease.	4,446	885	20,100 Decrease.	26,508	5,889 Decrease.	1,050,391	314
IRELAND, for 1864 - - -	498	1,296	1,794	1,543,094	3,589,204	6,769,751	11,902,049	9,182	4,053	24,325	36,695	427,447	428,275	733,155	310,364	1,535
" for 1863 - - -	493	1,248	1,741	1,526,746	3,580,997	6,354,446	11,462,191	8,363	3,170	24,826	35,502	528,473	470,205	770,941	234,541	1,512
Increase in 1864	-	5	48	16,348	8,207	415,305	439,858	319	883	601 Decrease.	1,193	101,026 Decrease.	41,930 Decrease.	37,786 Decrease.	75,823	22
UNITED KINGDOM, for 1864 -	7,402	5,387	12,789	27,701,415	65,269,169	136,301,581	229,272,163	76,499	66,702	283,112	459,594	2,993,357	8,455,681	2,224,748	75,415,781	34,914
" " for 1863 -	7,270½	5,052	12,322½	26,086,008	57,476,669	121,072,398	204,635,075	64,891	71,938	275,288	430,644	3,155,071	7,761,884	2,112,720	68,043,154	32,517
Increase in 1864	-	131½	335	1,615,407	7,792,500	15,229,183	24,637,090	12,108	5,236 Decrease.	7,824	28,950	161,714 Decrease.	693,797	112,028	7,402,627	2,397

WORKING EXPENDITURE.

		Length of Line Open on 31st December.	WORKING EXPENDITURE (exclusive of all Standing Charges)													
			Main- tenance of Way and Works.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.							
		Miles.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.
ENGLAND AND WALES, for 1864		8,890	2,476,730	18.30	3,777,940	27.91	1,220,233	9.02	3,948,870	29.18	527,123	3.90	398,955	2.95	121,719	0.90
" " " for 1863		8,568	2,348,676	18.55	3,524,420	27.84	1,132,020	8.94	3,678,931	29.06	527,251	4.17	365,703	2.89	130,794	1.00
Increase in 1864 - - -		322	128,054	-	253,511	-	88,213	-	269,939	-	128	-	33,252	-	9,075 Decrease.	-
SCOTLAND, for 1864 - - - -		2,105	355,719	20.75	477,604	27.86	141,026	8.22	423,533	24.76	62,342	3.63	31,910	1.86	7,563	0.43
" for 1863 - - - -		2,013½	333,141	20.59	404,501	25.02	217,555	13.45	346,419	21.42	60,813	3.76	29,531	1.82	43,473	2.60
Increase in 1864 - - -		91½	22,578	-	73,103	-	76,529 Decrease.	-	77,114	-	1,529	-	2,379	-	35,910 Decrease.	-
IRELAND, for 1864 - - - -		1,794	164,672	21.98	218,748	29.14	55,082	7.34	174,186	23.21	44,385	5.91	-	-	6,383	0.80
" for 1863 - - - -		1,741	165,470	22.05	221,569	29.52	52,781	7.03	170,772	22.76	43,063	5.74	-	-	5,298	0.70
Increase in 1864 - - -		53	798 Decrease.	-	2,821 Decrease.	-	2,301	-	3,414	-	1,322	-	-	-	1,085	-
UNITED KINGDOM, for 1864 - -		12,789	2,997,121	18.73	4,474,292	27.96	1,416,341	8.86	4,546,559	28.42	633,850	3.96	430,865	2.69	135,665	0.80
" " for 1863 - -		12,322	2,847,287	18.95	4,150,499	27.62	1,402,356	9.33	4,196,122	27.92	631,127	4.20	395,234	2.63	179,565	1.10
Increase in 1864 - -		467	149,834	-	323,793	-	13,985	-	350,437	-	2,723	-	35,631	-	43,900 Decrease.	-

GENERAL SUMMARY.

TRAFFIC.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.					TOTAL Receipts from all Sources of Traffic.
						RECEIPTS FROM PASSENGERS.						Total Receipts from Excess Luggage, Parcels, Carriages, Bicycles, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal, Coke, and other Minerals.	General Merchandise.	TOTAL Receipts from Goods Traffic.			
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	£.								£.	£.	£.
2,065	1,482,553	4,024,618	54,395,979	52,006,855	106,402,834	3,070,305	4,087,593	4,307,956	342,423	11,808,277	1,002,029	397,473	13,267,779	507,349	5,266,751	9,625,770	15,399,870	28,667,649			
96,354	1,415,524	3,811,878	50,515,081	46,909,098	97,424,179	2,568,221	3,773,684	3,048,774	287,956	10,878,635	992,570	391,211	12,262,416	465,154	4,504,434	8,980,818	13,950,106	26,212,822			
15,711	67,029	212,740	3,880,898	5,097,757	8,978,655	202,084	313,900	359,182	54,467	929,612	69,459	6,262	1,005,363	42,105	762,317	644,952	1,419,464	2,454,827			
3,316	339,813	693,129	7,037,897	8,618,529	15,656,426	320,837	104,118	717,076	31,264	1,263,295	87,788	77,607	1,428,690	78,917	995,824	1,262,878	2,337,619	3,766,309			
7,329	307,692	625,021	5,630,601	6,928,447	12,559,048	298,476	166,874	658,528	27,540	1,151,418	88,344	77,071	1,316,833	67,508	885,080	1,155,500	2,106,088	3,424,921			
5,987	32,121	68,108	1,407,296	1,690,082	3,097,378	22,361	27,244	58,548	3,724	111,877	556 Decrease.	536	111,857	11,409	110,744	107,378	229,531	341,388			
1,270	40,952	252,222	5,121,343	1,930,340	7,071,683	210,388	263,761	350,016	19,863	844,028	60,282	83,261	987,571	98,679	40,813	455,043	594,035	1,581,606			
3,977	34,817	238,794	4,886,461	1,722,473	6,608,934	201,979	260,547	325,771	18,760	807,037	55,345	79,877	942,279	104,111	30,153	442,111	576,375	1,518,654			
7,293	6,135	13,428	234,882	227,867	462,749	8,409	3,214	24,245	1,103	36,971	4,987	3,384	45,292	5,432 Decrease.	10,160	12,932	17,660	62,942			
6,651	1,863,318	1,969,969	66,555,219	62,575,724	129,130,913	3,601,530	4,545,472	5,375,048	393,550	13,915,600	1,210,099	558,341	15,684,040	684,945	6,302,888	11,343,691	18,331,521	34,015,564			
7,660	1,758,033	4,675,693	61,032,143	55,660,018	116,592,161	3,368,676	4,201,105	4,983,073	334,256	12,837,110	1,136,259	548,159	14,521,528	636,773	5,410,667	10,578,429	16,634,869	31,156,397			
3,991	105,285	294,276	5,523,076	7,015,706	12,538,782	232,854	344,367	441,075	59,294	1,078,490	73,840	10,182	1,162,512	48,172	883,221	765,262	1,696,655	2,889,167			

WORKING EXPENDITURE.

at, Canal, and Harbour Expenses).											Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December.					
Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.		Miscellaneous Working Expenditure, not included in the Foregoing.		TOTAL Working Expenditure.		TOTAL Receipts.		Net Receipts.	Locomotives.		Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the Preceding Columns.	TOTAL of the Five preceding Columns.	
												Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.				
£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	£.								
93,728	0.74	193,091	1.43	767,424	5.68	13,535,813	100	28,563,632*	15,027,819	47	5,708	13,981	5,436	166,117	7,440	198,682	
56,141	0.45	174,116	1.38	721,557	5.70	12,659,618	100	26,132,590	13,472,972	48	5,347	13,066	5,142	157,576	5,200	166,331	
47,587	-	18,975	-	45,867	-	876,195	-	2,431,042*	1,554,847	-	361	915	294	8,541	2,240	12,351	
8,857	0.51	28,419	1.65	176,992	10.32	1,713,965	100	3,766,309	2,052,344	45	1,072	2,034	603	32,070	235	30,674	
8,038	0.49	15,700	0.97	158,033	9.79	1,617,204	100	3,424,921	1,807,717	47	904	1,878	613	30,903	208	34,506	
819	-	12,719	-	18,959	-	96,761	-	341,388	244,627	-	168	156	50	1,767	27	2,168	
4,815	0.64	3,449	0.45	78,810	10.48	750,530	100	1,581,606	831,076	47	423	970	407	6,093	301	8,254	
4,063	0.54	4,966	0.66	82,430	10.99	750,412	100	1,518,654	768,242	49	392	942	380	5,865	351	7,930	
782	-	1,517 Decrease.	-	3,620 Decrease.	-	118	-	62,952	62,734	-	31	28	27	228	10	324	
17,400	0.73	224,959	1.40	1,023,226	6.89	16,000,308	100	33,911,547*	17,911,239	47	7,203	16,985	6,506	204,880	8,036	243,610	
68,242	0.46	194,782	1.30	962,020	6.40	15,027,234	100	31,076,165	16,048,931	48	6,643	15,866	6,135	194,344	5,759	228,767	
49,158	-	30,177	-	61,206	-	973,074	-	2,835,382*	1,862,308	-	560	1,099	371	10,536	2,277	14,843	

* See Note on page 53.

GENERAL SUMMARY—continued.

CAPITAL.

	Authorised Capital on the 31st December, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid-up Capital on the 31st December, including Subscriptions paid up to other Undertakings.			Debiture Loans Outstanding on the 31st December.	Total paid up on Shares on the 31st December, Debiture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		* See Remarks to the London and North-Western, and South Western Companies.
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Preferential Capital.	Debiture Stock or Funded Debt.			Amount authorised to be Subscribed.	Amount actually Subscribed.	
	(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(8.)	(9.)	(10.)	(11.)	
ENGLAND AND WALES - - -	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
SCOTLAND - - -	324,798,030	108,794,048	433,592,078	179,602,403	85,337,261	11,635,145	76,280,586	322,855,325	7,558,732*	11,813,450*	
IRELAND - - -	40,918,024	14,162,643	54,981,267	21,078,989	14,404,084	1,150,923	11,101,668	47,786,564	1,090,180	942,940	
TOTAL for 1864 - - -	24,796,483	7,152,506	31,948,989	14,074,087	4,905,381	263,473	5,638,538	24,821,470	670,833	378,703	
" for 1863 - - -	390,413,137	180,100,197	520,522,334	214,755,479	104,647,626	13,049,541	93,030,792	425,433,438	(a) 9,319,745*	(b) 13,135,099*	(a) Included in Columns (1) and (3).
Increase in 1864 - - -	35,700,705	110,208,750	474,909,545	204,467,237	87,496,291	12,480,729	89,641,575	404,215,802	(a) 15,217,883	(b) 13,095,985	(b) Included in Columns (7) and (9).
	34,712,342	10,810,447	45,522,789	10,158,222	7,151,335	568,812	3,389,267	21,207,636	-	39,114*	

Exclusive of the "St. George's Harbour," "Sidmouth Railway and Harbour," and "Waterford and Passage," which Companies have not complied with the Order of the House.

STATISTICS deduced from the TRAFFIC RETURN.

	Proportion per Cent. of the Number of Passengers.				Proportion per Cent. of Receipts from Passengers.				Increase per Cent. of Receipts from Passengers over the previous Year.				Proportion per Cent. of Total Receipts derived from Passenger Traffic and from Goods Traffic respectively.	
	1st Class.	2d. Class.	3d Class, including Parly.	Total.	1st Class.	2d. Class.	3d Class, including Parly.	All Classes.	1st Class.	2d. Class.	3d Class, including Parly.	Season Ticket Holders.	All Classes.	Total.
ENGLAND and WALES { 1863	12.67	29.84	57.49	100	26.37	34.08	39.30	2.65	13.55	11.41	15.34	9.81	3.57	100
{ 1864	11.00	30.27	57.83	100	26.00	34.62	36.40	2.89	6.72	15.22	14.22	18.91	8.54	100
SCOTLAND - - - { 1863	13.12	10.73	76.15	100	25.92	14.50	57.19	2.33	8.84	7.71	12.12	7.15	10.63	100
{ 1864	13.32	9.89	76.79	100	25.39	15.37	56.76	2.48	4.84	Decreases 4.84	4.13	13.52	9.71	100
IRELAND - - - { 1863	13.32	31.24	55.44	100	25.03	32.27	40.37	2.33	10.63	4.49	13.03	7.22	7.42	100
{ 1864	12.97	30.16	56.87	100	24.03	31.25	41.47	2.35	1.07	0.22	0.53	5.87	4.58	100
UNITED KINGDOM { 1863	12.74	28.09	59.17	100	26.24	32.72	38.43	2.60	12.90	10.81	14.81	9.44	4.40	100
{ 1864	12.08	28.47	59.45	100	25.89	32.66	38.62	2.83	6.19	13.55	12.63	17.74	8.41	100

RAILWAYS.

I.

RETURN, by the Board of Trade, of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade, during the Year ended 31st December 1864.

II.

RETURNS, by the several RAILWAY COMPANIES in *England* and *Wales*, *Scotland*, and *Ireland*, showing the TRAFFIC upon their respective Railways in Passengers and Goods, during the Year ended 31st December 1864, &c.

III.

RETURNS by the several RAILWAY COMPANIES of their WORKING EXPENDITURE, &c. during the Year ended 31st December 1864, &c.

IV.

RETURNS by each RAILWAY COMPANY of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL, &c., on 31st December 1864:—RETURN of any AMALGAMATION, WORKING ARRANGEMENT, &c. of RAILWAY COMPANIES carried into effect during the Year 1864, &c.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
4 July 1865.*

[*Price 1s. 2d.*]

115

R E P O R T S
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS

During the Months of July, August, September, October,
November, and December

1864.

(PART FOURTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
February 1865.



L O N D O N :
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1865.

[*Price 1s. 3d.*]

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BLYTH AND TYNE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 26th Sept. 1864.*

SIR,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Blyth and Tyne Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred on the 12th ultimo near the Gosforth station of the Blyth and Tyne Railway.

I am, &c.

T. H. FARRER.

*The Secretary of the
Blyth and Tyne
Railway Company.*

*Newcastle,
20th Sept. 1864.*

SIR,

In compliance with the instructions contained in your minute of the 31st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 12th ultimo near the Gosforth station of the Blyth and Tyne Railway.

This station is $2\frac{1}{2}$ miles from Newcastle. Two passenger trains were due to pass it without stopping within a quarter of an hour of one another, during the month of August; the one leaving Tynemouth at 10.30 a.m. and reaching Newcastle at 10.55, and the other leaving Morpeth at 10.10 and reaching Newcastle at 11.10. A junction was formed with the main line in July last at Moor Edge, about $\frac{3}{4}$ of a mile south of Gosforth, and a short branch constructed towards the agricultural show which was held in the neighbourhood in that month; but the idea of using the branch was given up, and it was not completed. On the day in question, the Inspector of the permanent way arranged to remove the junction points and some of the rails from Moor Edge; and he left Newcastle with a train of empty coal waggons at 10.20 a.m. for this purpose, taking a truck with him to be loaded with the required materials on the return journey.

This train consisted of an engine and tender, 26 empty waggons, and a flat truck, and was accompanied by a guard. It proceeded to Gosforth in due course; the coal waggons were shunted as usual into the colliery branches; and the engine and truck were placed in a siding until they could be brought on to the main line to return to Moor Edge. But the station master and signalman at Gosforth were not informed that the engine and truck would stop at that place on their way back to Newcastle.

After the two trains from Tynemouth and Morpeth, above referred to, had passed Gosforth, the up-line would have been clear for an hour and a half; and it was the intention of the engine driver, guard, and inspector, to follow those trains towards Moor Edge. But the guard was under the impression that he heard the Tynemouth train pass while he was engaged in shunting in the colliery branches, and he saw that train, which he took to be the Morpeth train, pass afterwards while the engine and truck were in the siding. The inspector "supposed" that both trains had passed, and, according to the engine driver, directed him to bring the engine out upon the main line. The signalman supposed that the engine was going to return in the ordinary way to Newcastle without stopping, and allowed it to proceed. The engine driver supposed that he should not have been allowed to come out on the main line if both of those trains had not passed. And the engine and truck were thus started for Moor Edge between the

Tynemouth train which had passed, and the Morpeth train which was about to pass, without any officer or servant of the Company having an idea of the danger that was being incurred.

The view is much obstructed between Gosforth and Moor Edge by curves in a cutting and bridges over the railway. The engine and truck when they reached the junction were only visible for about 200 yards to a driver approaching them on the up-line. But so little idea was there of any following train, that the guard remained on the engine while the inspector and nine or ten platelayers loaded the junction points and some rails on the truck; and no person was sent back with a signal for protection. After the rails which were in the immediate neighbourhood of the junction had been loaded, the engine and truck were moved forward to load others; and the guard then left the engine, and walked across the line. At this moment the Morpeth train was seen approaching. The engine-driver heard the men shouting, saw the danger, and put his engine in motion. The guard ran back 30 or 40 yards towards the train. The engine driver, fireman, and guard of the train did all they could towards stopping it; and they succeeded in reducing their speed from about 38 to 20 miles an hour before they struck the engine and truck, which had attained a speed of perhaps eight or ten miles an hour.

The tender of the passenger engine, which was in front of it, and which struck the smoke-box end of the ballast engine, was damaged in the framing, and three passengers were injured.

The passenger train consisted, in the following order, of a tender, an engine, a break van, and four carriages. It left Morpeth punctually at 10.10, and Backworth ($6\frac{3}{4}$ miles from Newcastle) at 10.55. It passed through Gosforth in due course, without stopping; and the engine driver had every reason to suppose that the line was clear, until he saw the ballast engine, as he thought 120, but as it must have been about 200 yards before him. He had time, however, to apply the break on his tender, as well as one on his engine, and to reverse his engine; the guard applied his break; the train was proceeding first up a gradient of 1 in 100 and then on the level; and the speed was fortunately reduced as above described before the collision occurred.

The inspector of permanent way and the guard who accompanied him were both to blame; in the first place for not informing the station master and signalman at Gosforth that they were going to stop at Moor Edge, and in the second place for not taking care that the engine and truck were protected while they were standing at that place. The guard saw the inspector with the signalman at Gosforth, and supposed that he would make arrangements with him. The inspector, who was busy superintending his own men, did not see the guard at Moor Edge, and supposed that he had gone back with a signal to protect the engine. The inspector was, indeed, inspecting the signals while at Gosforth, as a part of his duty, and was talking to the signalman; but he did not mention to him that he was about to stop at Gosforth, because he thought that the only two trains which would interfere with him had passed. The guard did not go back with his red flag to protect the engine, because he understood from the inspector that the junction points only were to be taken on, and did not expect to remain so long at Moor Edge.

Looking to the character of this part of the line, it would be a great auxiliary to safety if it were worked by telegraph from station to station.

I learn that the engine of the passenger train was running tender first because the turntable at Morpeth

had been removed in consequence of certain alterations at that station. A new turntable is to be laid in there for the joint accommodation of the Wansbeck and Blyth and Tyne Railways. And this should be done with as little delay as possible.

I observe that there was no break-van attached to the empty coal train between Newcastle and Morpeth, and am informed that it is not the practice to employ a van with these trains, the guard being expected to ride either on the coals or on the buffer of the last waggon. This is a most unsatisfactory mode of working. It tends to make the guards care-

less, and causes unnecessary risk to them personally as well as to the traffic.

It would further be better if a break were employed at the tail of the passenger trains from Morpeth to Newcastle, which is not done at present, as well as from Newcastle to Morpeth.

I have, &c.

H. W. TYLER,

Capt. R.E.

*The Secretary
Board of Trade,
Whitehall.*

BRISTOL AND EXETER RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 12th Sept. 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, in order that the same may be laid before the Directors of the Bristol and Exeter Railway Company, the enclosed copy of the report made by Col. Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred at Cowley Bridge, from a passenger train leaving the rails.

I am, &c.

T. H. FARNER.

*The Secretary of the
Bristol and Exeter
Railway Company.*

*Sandown, Isle of Wight,
7th Sept. 1864.*

SIR,

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 3rd ultimo, the result of my inquiry into the circumstances which attended the accident to the 5.30 p.m. up express passenger train on the 30th July, at the junction of the Exeter and Crediton Railway with the Bristol and Exeter Railway at Cowley Bridge, near Exeter. No persons were hurt.

It appears that the 5.30 p.m. up train left Exeter about 13 minutes late, and as it was travelling perhaps somewhat slower than usual past the junction, which is about $1\frac{1}{2}$ mile from the Exeter station, the engine left the rails, and diverged slightly to the left, passing over the iron under bridge which carries the single line of the Exeter and Crediton Railway over the River Exe, and came in contact with the bridge on the left side, tearing away a portion of the end, and then turning sharp round towards the left, and stopping about 20 yards beyond the bridge. The tender also got off the rails; and the rest of the train, which consisted of luggage van, two first and two second class carriages, were partly off and partly on the rails—alternately on and off, three being on and two off, and the whole train remained coupled together. Taking into consideration the fact that this train usually travels past this junction at from 35 to 40 miles an hour, it is remarkable that no person was hurt.

I was occupied the greater part of two days in investigating the circumstances which attended this accident, and in receiving a large amount of contradictory evidence, going to prove on one side;—that the facing points at the junction had been properly set for the main line of the Bristol and Exeter Railway, and on the other, that they must have been set for a train to pass on to the Exeter and Crediton Railway;—and it so happened that the first distinct marks that could be discovered on the heads of bolts proved nothing more than that they had been made by wheels off the rails, and might have been occasioned whether the points had been set either for the Bristol and

Exeter or the Exeter and Crediton Railway. But the positive testimony of the position of the capstan head being set right for the main line of the Bristol and Exeter Railway before the train arrived at the junction, and being found in that position after it had passed, and after the accident had occurred, was so distinct and clear, that there did not appear to be any alternative but to reject altogether the equally distinct evidence which established the fact that on the day after the accident marks were traced on the top of the right switch rail, which would have been run over by a train going off the line on to the Exeter and Crediton Railway; and to admit that others which were seen immediately after the accident on the left switch rail had been made by the wheels of an engine or carriage travelling on the Bristol and Exeter line as it mounted the left switch rail, and went off the line to the left on the outside of the curve. When the list of witnesses had been nearly exhausted, a platelayer was called, who had not been counted on, and respecting whose testimony nothing more was known than that he had from the day on which the accident had occurred, more than a month before the time of my inquiry, always asserted that the switches were set wrong,—who, in reply to the various questions addressed to him, gave an explanation of the facts, that reconciled completely the whole of the conflicting statements, and pointed out the simple cause of the accident. He stated that he reached the junction about a minute after the accident happened, and found that the capstan was properly set for the trains to pass along the main line of the Bristol and Exeter Railway, but that the stud which secured the right switch rail to the connecting bar attached to the capstan, and which serves to shift the points from one side to the other, was out of its place, and that in consequence only one of the switches (the left) had moved when the policeman had turned the capstan head, and, as he thought, set the points right for the main line, while the other switch remained in the position in which it had been placed for the passage of a North Devon train towards Exeter, immediately before the 5.30 p.m. up train had been signalled. Thus both moveable switches were closed to the fixed rails, and consequently the first up train that passed over them was inevitably thrown off the line. This man's evidence was corroborated by that of another platelayer; and the policeman on duty, when hard pressed, admitted the facts which they disclosed, as to the stud being out of its place, and as to the fact of its having been put in again after the accident had happened. The policeman's conduct in concealing these circumstances from the officers of the company is quite inexcusable, the more particularly as it tended to cast blame upon those charged with the maintenance of the permanent way, and to afford ground for the accident being attributed to the state of the switches, which were not, when I saw them, in a thoroughly satisfactory state. On the other hand, the inspector of permanent way, when he had arrived at a conclusion (immediately after the accident, and after he had seen the marks on the left switch rail,) that the points had

been set wrong for the main line, should then have minutely and carefully have sought for marks on the right switch or leading rail, and have ascertained whether any did or did not exist, and not have deferred doing so until the following morning.

This is the first instance which I have known, on the broad gauge system of railways, of a train having been thrown off the rails by the separation of the switch rails; but one of the inspectors mentioned that he had frequently known these studs to come out. It had occurred on the narrow gauge lines, had occasioned an accident, and had led to that requirement of the inspecting officers which stipulates for double connecting rods between switches—which it

will now be necessary to extend to the broad gauge system of lines, where the switches are essentially different in construction from those on the narrow gauge.

The engineer of the Bristol and Exeter Railway has already given instructions that their switches presenting facing points should have double connecting rods.

I have the honour to be, Sir,
Your most obedient servant,
W. YOLLAND.

*The Secretary,
Railway Department,
Board of Trade,
Whitehall.*

BRISTOL AND EXETER RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 20th September 1864.*

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, for the careful consideration of the Directors of the Bristol and Exeter Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred on the 4th ultimo between a goods train and a passenger train near the Cowley Bridge Junction.

I am, &c.

*The Secretary of the
Bristol and Exeter
Railway Company.*

T. H. FARRER.

*Sandown, Isle of Wight,
17th September, 1864.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 8th ult., the result of my inquiry into the circumstances which attended a collision between a goods and a passenger train that occurred on the 4th ult., near the junction at Cowley Bridge on the Bristol and Exeter Railway, when six passengers are stated to have been injured.

Bristol is about $75\frac{1}{2}$ miles from Exeter, and on the day in question, a goods train consisting of engine and tender, and, at the time of the collision, of 27 goods waggons, 1 break van, and 4 carriages, left Bristol at 8.51 a.m. It stopped at seven stations, Weston, Highbridge, Bridgewater, Durston, Taunton, Tiverton Junction, and Hele, which place it quitted at 2.49 p.m. It was one hour and a quarter late in its appointed time of arriving at Hele, which is about $8\frac{1}{4}$ miles from Exeter, and as it approached the Cowley Bridge Junction, distant about $1\frac{1}{4}$ miles from Exeter, the driver found that the down distant signal worked from the Junction stood at "danger" against him, and he is stated to have shut off the steam and prepared to stop, as a North Devon train was about due to pass the Junction. After the goods train had actually stopped, or was completely under control, the driver proceeded to take his train inside the distant signal, which is about 270 or 280 yards north of the Junction; and he was in the act of accomplishing this, and travelling, according to the head guard, at about five or six miles an hour, when the goods train was overtaken and run into by the 11.30 a.m. third class down passenger train from Bristol, which is stated by the head guard of the goods train to have been travelling at the rate of 20 miles an hour, and by the driver of the passenger train at six or seven miles an hour, while the guard names 10 miles an hour.

There is a discrepancy also as to the exact spot at which the collision occurred; by some of the witnesses it is stated to have happened at 130 yards north of

the distant signal, and by others at more than 200 yards from it, but the discrepancy is not after all very material; but the time at which it happened is of importance. The head guard of the goods train says it occurred at 7 minutes past 3 o'clock, the driver of the passenger train names 12 minutes past three o'clock or 11 minutes by his watch after he left Hele Station. If it occurred at 7 minutes past 3 o'clock the train must have travelled at very high speed so as to have run over seven miles in about seven minutes. The driver of the passenger train was running, according to his own admission, at the rate of 40 miles an hour (the usual speed he says), at the time when he first saw the Cowley Bridge Junction distant signal at danger against him, but he states that previously to seeing the signal he had already shut off the steam, and after running some 300 yards further, sounding the shrill whistle as he ran, in order to get the distant signal taken off, he then sounded the other whistle for the guard's break—Shortly after he saw the goods train standing on the main line outside the distant signal, and he then reversed his engine and did all in his power to stop.

The buffer plank of the engine was broken,—two of the carriages were thrown off the rails, and two of the carriages and a goods waggon were a good deal and three other vehicles were slightly damaged.

The immediate cause of the collision was the neglect of the engine driver in having omitted, according to his own statement, to take the necessary steps for arresting the progress of the passenger train as soon as he saw the distant signal at danger; but the fact was that he had been permitted to leave Hele Station without having been informed that there was a goods train before him, and the length of time it had quitted; that the "all right" signals were exhibited to him at Stoke Cannon Station four and a half miles from Hele, and two and a half miles from the spot at which the collision took place, and that when he first saw the Cowley Bridge Junction signal against him, he thought it was on for the protection of the North Devon Train, and had nothing to do with any goods train running on the same line in front of his train.

According to the company's regulations, it is very questionable whether the goods train should have been permitted by the station master to leave Hele Station in front of the passenger train; but the station master directed it to go on, and proceeded with it to Exeter; and the guard of the goods train states that he had ascertained when at Tiverton Road Junction, $6\frac{1}{4}$ miles north of Hele, that this passenger train was 12 minutes late in starting from Taunton, and as it quitted Hele at its proper time, 3 o'clock, it had made up 12 minutes of lost time in running over $22\frac{1}{2}$ miles, stopping at three intermediate stations.

The remedy against occurrences of this kind is to be sought for in a more extensive use of the electric telegraph. According to the company's working time tables there appear to be about 17 passenger, 1 coal, and

4 goods trains in each direction during the 24 hours, not by any means a large number or such as should, under good arrangements, effectively carried out, endanger the public safety; but the fact is, that as fast running takes place on this short main line of railway as on any in the kingdom, and intermediate between the fast trains, stopping passenger trains and goods trains, whose irregularity of running cannot be shown in the time tables, are interposed. The safest mode of working is undoubtedly to be found in preventing two following trains being on the line between any two adjacent stations at one and the same time, to be carried out by means of the block system of working; and next to it would be the observance of a rule not to permit a quick following train to be on the same length as a slow preceding one. But the only effectual prevention is to work the traffic on a fast line by means of the electric telegraph, under stringent rules, and keeping a record at each station of the telegraph signals given and received, and of the

times of arrival, departure, or passage of every engine or train.

There is one other point which I must not omit to refer to. The down distant signal, worked from the Cowley Bridge Junction, is first seen about 1 mile from the Junction in clear weather; but it is situated only about 280 yards from the Junction—a distance scarcely sufficient to cover a long goods train. I would suggest, not the removal of this signal, but the erection of another near half a mile north of it, to which the present signal would act as a repeating signal, as this proposed distant signal would then serve to give warning to a down train in dull or foggy weather, when the present one could not possibly be seen.

I have, &c.

W. YOLLAND.

*The Secretary of the
Board of Trade,
Whitehall.*

EDINBURGH AND GLASGOW RAILWAY.

*Board of Trade,
(Railway Department),*

SIR, *Whitehall, 30th November 1864.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Edinburgh and Glasgow Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred at the Helensburgh and Sighthill Junction on the 10th inst.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Edinburgh and Glasgow
Railway Company.*

*Board of Trade,
(Railway Department),*

SIR, *Whitehall, 25th November 1864.*

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 16th instant, the result of my inquiry into the circumstances which attended a collision that occurred at the Helensburgh and Sighthill Junction near Cowlairst, on the Edinburgh and Glasgow main line of railway on the 10th instant, between an up passenger train and a portion of a mineral train, when 16 passengers, the driver of the mineral train, and the guard of the passenger train were injured. It is understood that no bones were broken, but the injuries received consisted mostly of cuts, bruises, or contusions, and no person is considered to be seriously hurt.

The Helensburgh and Sighthill Junction is situated a short distance to the east of Cowlairst Station, which is not far from Glasgow. The Helensburgh Branch joins the main line from the north, and the Sighthill Branch on the south side of the main line. On the morning on which the collision took place the fog was so exceedingly dense that the ordinary out-of-door signals could not be seen any distance, and platelayers were employed in signalling forward the trains in the vicinity of the junction under the direct instructions of the regular signalman at the junction signal box, one platelayer being told off to signal the trains on the east side of the junction, and another on the west side, and they were supplied with red and green flags to enable them to give the proper signals.

The 9.15 down mineral train from Garngaber had closely followed the intermediate down goods train from Edinburgh to Glasgow from Campsie Junction, $6\frac{1}{2}$ miles from Glasgow, and when the mineral train had reached the down distant junction signal, one of the guards riding in a van next to the engine, got out of the

train to see whether he had got the whole of his train, which originally consisted of 26 loaded and 11 empty waggons, including two guard's vans, and then he found that he had lost 11 waggons and the other guard's van. The fireman of the mineral train was sent back along the line to tell the other guard, who had been riding in the aftermost van, that they would return with the engine to pick up the portion of the mineral train which had been left behind, and the guard got on the buffers of the last waggon and rode on it past the junction signal box, and the mineral train passed off the main line into the Sighthill Branch and stopped. The guard then uncoupled his van from the waggons, and held the points of a cross-over road open for the van and engine to be pushed back to the other line of way, to be ready to proceed in search of the missing portion of the train, as soon as permission to pass the junction had been given by the signalman.

It must not be omitted to be stated, that as the mineral train passed the junction the guard informed the signalman that he had lost part of his train, and that he was coming out again from the Sighthill Branch to go in search of it along the main line, and the signalman states that he then told the guard that he could not do so until the up passenger train from Balloch, which was then due to arrive at the junction from the Helensburgh Branch, had come in; but this is denied by the guard.

The mineral train went into the Sighthill Branch about 9.50 a.m.

The signalman also states that he next sent a platelayer with a red flag into the Sighthill Branch, where the mineral train was standing, with instructions to keep anything from coming out of that branch until the 9.0 a.m. up Balloch passenger train had come in, and another platelayer on to the Helensburgh Branch to bring the passenger train in; that after sending this platelayer he heard the whistle from the up passenger train, and he took off the up distant signal on the branch to allow this train to pass. He says he sent this platelayer at seven or eight minutes before 10 o'clock, and two or three minutes afterwards the platelayer returned towards the box to tell the signalman that he had heard the whistle of the passenger train, and the signalman told the platelayer to bring her on. He also says that, about four or five minutes after he had told the platelayer to "bring her on," he heard the guard of the mineral train call out once, "Can I get out?" that he did not see the guard, but supposed he was standing somewhere about the crossing where the Sighthill Branch line fouls the main down line, and he says he told him "to hold on," and "that he had heard the whistle of the "passenger train."

The platelayer who was sent by the signalman into the Sighthill Branch says, that as he was going on to the branch to carry out the orders he had received from the signalman he met the guard of the mineral train coming towards the junction signal box, and asked him "if Johnstone (the driver of the "mineral train) was coming out," the guard answered that he was, and he, the platelayer, then told the guard distinctly that he was going to stop him from coming out; that the van and engine were coming towards him as he spoke to the guard, as he could hear them, although he could not see them on account of the fog; that the guard then went on towards the junction signal box, and in "a wee touch" after the guard left the van and engine came up, and he called out to Johnstone to stop, and showed the red flag, and the driver twisted on his break; that he did not actually stop, but was very near it, and was in the act of stopping when he heard the guard call out several times, "Come on, Bob;" the driver slackened off his break and went on, and he heard no more until he heard the crash.

The result was that the up passenger train, in the act of passing the crossing, was run into by the mineral van and engine which had been brought out of the Sighthill Junction by the guard in opposition to the signal (red flag) of the platelayer. Fortunately neither of the trains was apparently travelling very fast, or the consequences would have been much more serious. The 9.0 a.m. passenger train from Balloch consisted of engine and tender, one van, six carriages, and two milk vans, and it is said to have been travelling at from three to five miles an hour, and the mineral van and engine were probably proceeding at a somewhat greater rate. As it was the mineral van was a good deal damaged, and the mineral engine was thrown off the line. The passenger engine had its trailing wheels off the line and the engine was also a good deal damaged. The next carriage to the engine, which was used as a dummy, and was, therefore, light, was not much damaged, but its trailing wheels were lifted up and its buffers forced in the leading end of the second carriage up to the fourth seat, and nearly all the passengers who were hurt were in this second carriage.

The explanation given by the guard of the mineral train of the occurrence is that he told his driver to wait in the Sighthill Branch, and not to come out until he had seen the signalman; that as he was going towards the signal box he saw a man with a red flag, and his driver was then about 10 or 12 yards behind him with the train still in motion; that the man never spoke to him as he was going towards the

junction signal box, but said something that he did not hear; that he called out to the signalman, "Jemmie, are you going to let us out?" who answered, "The passenger train is not in, I don't hear her; do you hear it whistle?" or something of that kind, and he then immediately said, "Come on, come on." The guard also says that he had not heard the signalman speaking to any other person; that he could not see him from where he asked the question, but he knew his voice, and that he was talking to him, as he had asked if he was going to let him out; that as soon as the pointsman said "Come on" he called out to the driver of the mineral engine, "Come on, Bob;" he also states that he heard the flagman in the Sighthill Branch calling out "Come on, come on," repeating his words to the driver of the mineral train as soon as he had called them out. But this is totally denied by the flagman.

Further he states, that two or three minutes after the signalman had called out "Come on," he said "Stop, stop;" but the mineral train was then opposite the junction signal box. It will thus be seen that there are irreconcilable differences in the statements made by the signalman and platelayer on one side as compared with those of the guard on the other, and the impression on my mind is that the guard's statement is thoroughly inaccurate. Besides he admits that he knew that the passenger train was due when he first passed the junction, and that it was against the company's regulations to foul the main line with a mineral train when a passenger train was due, and I consider that the collision was entirely and wholly caused by his acts.

At the same time it is impossible not to notice that a very irregular mode of providing for the public safety is disclosed by the occurrences connected with this collision. The signalman gave his orders to the platelayers by bawling them out at a time when he could not see the individuals who were to carry them into execution, and by so doing there is just the possibility that the orders given to the platelayers were incorrectly heard and mistaken for answers to the guard's questions.

It is to be hoped that this is not a fair sample of the way in which additional precautions are taken on the Edinburgh and Glasgow Railway generally, when they are most needed, during an exceedingly dense fog.

I have, &c.,
W. YOLLAND.

*The Secretary of the
Railway Department,
Board of Trade.*

GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 29th August 1864.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Great Eastern Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the accident, which occurred on the 13th ultimo, to a passenger train near the Bradfield Station, on the Harwich branch of the Great Eastern Railway.

I am, &c.

*The Secretary of the
Great Eastern
Railway Company.* JAMES BOOTH.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 23rd August 1864.*

I have the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 15th ultimo, the result of my inquiry into the circumstances which attended the up Continental special express train getting off the line on the 13th ultimo, near Bradfield Station on the Harwich branch of the Great Eastern Railway, when the fireman of the train was killed, and 10 passengers and the head guard are reported to have been injured, and four or five others have since made complaints to the Railway Company.

It appears that as this train, consisting of engine and tender, two first-class and two second-class carriages, and two break vans, was approaching Bradfield

Station on a straight piece of line, and not far from the commencement of a falling gradient of 1 in 145, the engine and tender suddenly left the rails, and were immediately followed by all the other vehicles. The couplings between the engine and tender, and between the leading break (placed next the tender) and the next carriage, were broken, and the engine and tender ran down the embankment. The engine turned partly round, and also fell on its left side, and the weather board appears to have fallen on the fireman and killed him, as he was found under it quite dead. The tender ran to the bottom of the embankment and stood on its wheels coupled to the leading break van, but this van fell over on its side, and its body was completely shattered to pieces and its frame was broken. It is very remarkable that the head guard who was riding in this van escaped without any very serious bodily injury, considering the condition to which the van had been reduced. The whole of the carriages got off the line in succession, and ran past the spot at which the engine lay at the foot of the embankment,—here about 14 or 15 feet in height,—and these vehicles all fell over on their left sides partly down the embankment. None of them were very much damaged.

The accident occurred a few minutes after 3 o'clock p.m., and as soon as the body of the fireman had been removed, and the injured passengers had been attended to, the platelayers set to work to restore the line, and this was accomplished before any officer of the Company had arrived at the spot. There is in consequence some uncertainty as to the exact condition of the road immediately after the accident, and the passengers who received injuries were thus deprived of a record of the state of the line, that might have been of assistance to them in the event of the Railway Company denying their liability to make compensation.

I shall state, from the details I was enabled to collect from the platelayers, what I believe to have been its condition, and the opinion I have formed as to the cause of the accident.

The Harwich branch of the Eastern Union Railway from Manningtree to Harwich was opened for passenger traffic in the fall of 1854. Originally the permanent way consisted of a double-headed rail weighing 72 lbs. per linear yard, in lengths of 15 and 18 feet, fixed in cast-iron chairs of Messrs. Ransome and Co's. patent, by means of wood keys. The chairs at the joints weighed 33 lbs. each, and the intermediate chairs 22 lbs. each. The chairs were all fastened to the sleepers by Messrs. Ransome and Co's compressed oak treenails, two to each chair. The sleepers, 9 feet long of half round Baltic timber, 10 in. by 5 in., were laid at intervals of 4 feet apart, except those adjacent to the joints, which were 3 ft. 6 in. apart. The joints of the rails were not fished; the practice was not very general at that time.

About six or seven years since, according to the inspector of permanent way, or at three or four years since, according to another person, the Railway Company began to replace the treenails that broke, by iron spikes passing through a wooden thimble, so as to fill the hole previously occupied by the treenail; and about six or seven months since the Company began to work heavy cattle trains from Harwich to London in connection with steam boats running to the Continent (Rotterdam) from Harwich; and about the same time they began to strengthen the permanent way of this branch line, by inserting two additional sleepers in each rail's length (18 feet), the chairs being fastened to the sleepers by iron spikes instead of by treenails, and to remove the old sleepers that were decayed and to replace them by new ones; and this work had been completed, as far as the portion of the line was concerned, where the accident took place, about four months before it happened.

From the statements made by the engine-driver and head guard, it seems this train left Harwich about nine minutes before 3 p.m., instead of at 7.55 a.m.

the appointed time, in consequence of the steam boat being late in arriving at Harwich. It left immediately the regular down train arrived from Manningtree, as this branch line is worked as a single line, although portions of it are double between Manningtree and Mistley Station, and between Dover Court and Harwich Stations.

The train is stated to have been travelling about 30 miles an hour, and the engine-driver says, "he did not notice that anything was wrong until the engine left the rails, and went down the embankment, just as if a person had held a pair of points for it to go down; it went down quite easy; that the engine did not rock about at all, but seemed as if it had been let down quite easy; he did not think it mounted any rail or he would have felt it, and have had difficulty in standing upon the foot-plate; that he shut off the steam and tried to reverse, and was busy with the reversing wheel on the right-hand side of the engine as it went down the embankment, and had hold of the regulator and reversing lever as it fell over on its left side."

He states that this occurred at 6 or 7 minutes past 3 o'clock.

From the statements of the platelayers it appears that the first traces of anything being wrong on the line were found between 60 and 70 yards back from the spot at which the engine lay, and here marks were found for a rail's length on the chairs on the inside of the right rail, the middle chair being broken; the opposite rail (left rail) is said to have been taken out and replaced, and to have been low in the middle, but it is not admitted that any mark could be traced of a wheel being off the rails, outside the left rail, to correspond with the marks on the chairs inside the right rail, previously referred to, which must have been made by a wheel when off the rail. On the second rail's length, nearer to Manningtree, there was a distinct mark on the right-hand rail, such as might have been made by the outside of the wheel when leaving the rail, and the rail opposite to this one and the next in front of it had about one half of the chairs broken: these two rails were forced out, one of them was a good deal bent, and the left line of rails was broken at this spot. I imagine the left wheels of the engine and of the other vehicles got outside the left rail here. The three next rails' lengths, adjacent, and nearer to Manningtree, are represented as having been but little disturbed; but the three or four rails' lengths still farther on and nearer to Manningtree of the left line of rails are stated to have been bent and torn out, and one of them was twisted and bent in a remarkable manner, and was carried nearly down to the bottom of the embankment. This rail appears to have been thus bent as it was forced through the ashpan of the engine. I think there is little doubt but that the right wheels of the engine and of the other vehicles passed to the left through this opening in the left line of rails, and thence ran down the embankment.

Some 18 or 20 of the sleepers which had been in the line before the occurrence took place had been left at the side of the line. About one half of these had had the chairs fastened to the sleepers by means of treenails alone; some few had the chairs fastened by treenails at one end, and spikes at the other, and the remainder were fastened by iron spikes. I endeavoured to learn, but without success, the particular rails from which these sleepers were taken or their position. Some of the broken treenails exhibited considerable fibre where they had evidently been recently sheared off, others presented the appearance of having been long broken. In one or two instances I noticed bent spikes, but I did not see a broken one.

In no instance, I am informed, could any trace of a mark be found to prove that the engine had mounted the rail, and I believe it is generally thought and admitted that the engine had burst the line by forcing the left rail outwards.

The engine which drew the train (No. 57) was a new six-wheeled passenger engine with outside cylinders, having 7 ft. 1 in. driving wheels and 3 ft. 6 in. leading and trailing wheels. The cylinders are 16 inches in diameter, and they have a stroke of 24 inches. The distances between the bearings of the leading and driving wheels is 7 feet, and that between the driving and trailing wheels is 8 feet. The weights on the several wheels are as follow :

		Tons.	Cwts.
On the leading	-	9	11 $\frac{1}{2}$
„ driving	-	11	7 $\frac{1}{2}$
„ trailing	-	8	7
Total weight of the engine		29	5 $\frac{3}{4}$

The engine was delivered on the 11th June and had been run 1,682 $\frac{1}{2}$ miles up to the time of the accident, when it received very little damage. The wheels of the engine and also of the tender remained true to gauge. The company have no weighing machine for ascertaining the weight on each separate wheel, but there is no reason for thinking that the weight on the right and left wheels of the several pairs were unequally distributed.

There is, in my opinion, no ground for attributing the accident to the engine, and I believe it must be sought for in the condition of the permanent way. These Continental trains have only been recently established and the accident occurred on the eighth or ninth up-trip. From the time stated by the driver, and that generally occupied in running from Harwich

to Dover Court and in dropping the pilot man, I infer that the train was probably running at from 35 to 40 miles an hour—not a particularly fast rate on a good road—but that is more than the Harwich branch had any right to be considered, as many of the rails had been turned, some of the sleepers were not good, and the joints of the rails were not fished, and the trenails had commenced to break many years before. Under these circumstances, I think the remaining trenails holding the chairs down on the sleepers were not sufficiently strong to resist the strain of a sudden lurch of the engine. The Railway Company, according to my judgment, made a great mistake in allowing the trenails to be the principal means by which the chairs were secured to the sleepers, after they had once commenced to break, and it would seem highly desirable that the remainder of the trenails should be got rid of, and the joints of the rails fished, if they are actually good enough to warrant the expense, or the line to be relaid with new rails.

Any regular Continental traffic can scarcely be maintained on a single line of rails, without unduly increasing the risk and occasioning vexatious delays to passengers arriving at Harwich by steamboats at irregular hours; and if this traffic is to be continued, it is highly desirable that the Harwich branch should be doubled throughout.

I have, &c.

W. YOLLAND.

*The Secretary of the
Railway Department,
Board of Trade.*

GREAT NORTHERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th October 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company [Lancashire and Yorkshire Railway Company], the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at Laister Dyke Station, on the 14th ultimo, between a Great Northern and a Lancashire and Yorkshire train.

I am, &c.

*The Secretary of the
Great Northern
Railway Company.
The Secretary of the
Lancashire and Yorkshire
Railway Company.*

JAMES BOOTH.

SIR, *Stafford, 29th September, 1864.*

In compliance with the instructions contained in your minute of the 19th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 14th instant at the Laister Dyke station of the Leeds, Bradford, and Halifax Junction Railway.

This line is worked by the Great Northern Railway Company. The Laister Dyke station is about a mile to the east of Bradford, and is situated between two important junctions, namely, that between the Gildersome Branch and the line to Leeds on the east, and that between the lines to Bradford and Halifax respectively, on the west. The junction boxes are 270 yards apart, and are supplied, besides main signals and distant signals from Laister Dyke in each direction, with "bell and arm" communication between

them, which, however, the signalmen are instructed to use for through trains only, and not for stopping trains.

On the evening in question, the Great Northern express train 5 p.m. from King's Cross due at Laister Dyke at 10.25, reached that station at 11.31, more than an hour late, consisting, in the following order, of an engine and tender, a break-carriage for Bradford, a composite carriage for Halifax, and a second and a first-class carriage for Bradford. Great numbers of people had been taken to Doncaster on that—the St. Leger—day, and were returning in the evening to their respective stations in upwards of 74 trains. The Doncaster station-yard was thus so much crowded and blocked up that the express train in question was delayed in passing through it, and was sent on contrary to custom with a Halifax carriage between the Bradford carriages; and it carried passengers who had been left behind by other trains. It therefore reached Laister Dyke with two extra carriages attached to it, late, and improperly marshalled; and it could not be sent forward without shunting operations having first been performed of an unusual character at that station.

Commonly, the engine that arrived with the train at Laister Dyke proceeded with the Bradford carriage or carriages, as soon as they had been uncoupled from the Halifax carriage, and had a tail lamp affixed to them, at once towards Bradford; and the Halifax engine and van, coming from a siding behind the up-platform, moved to the front of the Halifax carriage, and proceeded with it towards Halifax. But on this occasion, the Bradford engine and break-carriage were necessarily sent forward out of the way (for about 250 yards only) on the Bradford branch, while the Halifax engine and van, after leaving their siding, were set back against the Halifax carriage and sent forward with it to Halifax. And the Bradford engine and break carriage were then set back to join the remaining two carriages which were waiting at the passenger platform to be taken to Bradford.

While the Bradford engine was thus setting back, a Lancashire and Yorkshire Company's engine with a train of empty carriages from Leeds, which had been allowed to pass through the junction, came into collision with the two Bradford carriages, as they stood at the platform, 144 yards within the junction signals east of the station; and those carriages were first driven forward against the engine and break carriage which were backing towards them, and afterwards forced back again with a shock more violent than the first against the engine of the Lancashire and Yorkshire train. One carriage was impaled on the buffers of the Lancashire and Yorkshire engine, was shifted on its framing, and had its end broken; the engine buffers were slightly damaged; and unfortunately 12 or 14 passengers were more or less injured.

The Lancashire and Yorkshire train, running special, consisted of an engine and tender, 16 empty carriages, and one break-van, and left Leeds for Low Moor at 10.55 p.m. The engine-driver was an old servant of the company, and knew the line well. He reached the junction east of Laister Dyke at 11.35, four minutes after the passenger train; and finding the signals against him, he pulled up short of the junction and clear of the Gildersome Branch. After he had waited there for seven minutes the signalman allowed him to proceed, and he ran forward, intending to pass through the station, at a speed of about 5 miles an hour. There were no lights on the Bradford carriages, and he did not see them until he was within 20 yards of them, when it was too late to avoid the collision.

The signalman had acted in that capacity for nearly 9 years, and had done duty for three or four months at the Gildersome Junction, east of Laister Dyke. He was of course well acquainted with the general working of that station and with the ordinary mode of starting the passenger train in question. After he had allowed it to pass into the station, he first heard the usual three whistles (for the Bradford Junction, west of the station), of the Bradford engine-driver, and saw a train go away, apparently on the Bradford line; and he next heard the usual one whistle of the Halifax engine-driver, and watched the train out on the Halifax line. He then looked through the station, and seeing no red light or danger signal of any kind, and believing that the two trains had gone forward in the usual manner, he lowered his signals and allowed the Lancashire and Yorkshire train to proceed as above described.

The night was bright and moonlight, but the station-buildings and the sides of the cutting in which the station is situated cast a deep shadow on the platforms and the lines of rails; and the two Bradford carriages which were struck were for this reason not visible to the signalman from his stage, nor to the engine-driver of the Lancashire and Yorkshire train until he was within a short distance of them. The hindmost of them was provided with lamps when it reached the station; but those lamps belonged to the Halifax train, and were shifted by the guard of that train to the Halifax carriage. This was an exceptional proceeding, because the Halifax carriage was almost invariably brought to Laister Dyke at the tail of the train, with its own lights, which did not require to be shifted, attached to it. And no person on the platform noticed, or at all events supplied, the want of lights at the tail of the Bradford carriages which was thus caused. The station-master, who had been on the west of the down platform, was about to collect tickets when the collision occurred. The porter who acted as guard to the Bradford train, had been collecting tickets, and stood on the west of the down platform, from whence he had called back the Bradford engine. The porter at Laister Dyke, who had uncoupled the carriages, had held the points for the Halifax engine and van to come out of the siding and to set back to the down line, had coupled the Halifax carriage

to them, and uncoupled it from the two last carriages, —stood also near the station-master and the Bradford guard, beckoning the Bradford engine back after the departure of the Halifax train. The Halifax guard, who had shifted the lamps from the tail of the train to his own carriage without telling any one that he had done so, went away with his train; and evidently no one foresaw the contingency which was liable to arise, and the accident which might thus be caused by the absence of the usual lamps at the tail of the train.

The Bradford guard had indeed only one lamp to attach to his train. It had been his custom, contrary to the Company's regulations, during the preceding four months, to work the local train (9.40 from Leeds), due at Bradford at 10.5, with side lamps, and without a tail lamp; and, trusting to the side lamps on the tender as being sufficient, to take the express carriage to Bradford afterwards with a tail-lamp only. He left his tail-lamp on the platform at Laister Dyke on this, as on other evenings, when he went to Bradford at 10 o'clock, in order that he might not have to bring it back with him on the engine on which he returned for the express carriage. And the tail-lamp was still on the platform where he had left it an hour and a half before, when the collision occurred. The station-master left it to the guard to put this lamp on the carriage, and the guard considers it to have been the station-master's duty to see that the train was protected while at the station.

There has been another irregularity in not using the bells provided for the purpose in starting the trains. As the bell was never rung for the starting of any train from this station, the signalman would not have been able to infer from the absence of it that the trains had not both gone away, as he believed, on the present occasion.

This collision would not have occurred if there had been even one lamp on the hindmost passenger carriage, because the signalman and the Lancashire and Yorkshire engine-driver would both have seen in that case that the main down line was obstructed. But I consider that there ought for other reasons to be more perfect means of communication than at present exists, either between the station-platform and the signalmen at either end of the station-yard—in connection with which there are numerous sidings—or between the two signalmen themselves. The "bell and arm" communication which has been supplied is only used, under special instructions—as I have stated—for through trains, and is not in practice used even for through trains not marked in the time bills. The empty carriage train, running on this occasion without previous notice, was not going to stop at the station; but it was not known by the signalman to be a through train, and no communication was therefore passed in regard to it. He would not, of course, have admitted it to the station if he had first communicated with the signalman west of the station, because he would have been warned by him in reply of the danger of doing so.

The best arrangement for the future would be, in my opinion, to provide telegraphic communication between the two signalmen, and between them and other signalmen east and west of them, respectively, towards Leeds and on the Gildersome branch on the one side, and towards Halifax and to Bradford on the other side; and it is further desirable that this opportunity be taken for improving the condition of the signal boxes, and for introducing into them those superior appliances which have of late years so largely conduced to the safe working of railway traffic.

I have, &c.

The Secretary,
Board of Trade,
Railway Department,
Whitehall.

H. W. TYLER,
Capt. R.E.

GREAT NORTHERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 28th October, 1864.*

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Northern [Midland] Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 7th instant at the Welwyn Station of the Great Northern Railway between a Midland passenger train and a Great Northern goods train.

I am, &c.,
JAMES BOOTH.

*The Secretary of the
Great Northern
Railway Company.
The Secretary of the
Midland Railway
Company.*

SIR, 1, Whitehall, 24th October, 1864.

IN compliance with the instructions contained in your minute of the 11th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 7th instant between a passenger train of the Midland Railway Company and a Great Northern goods train, near the Welwyn Station of the Great Northern Railway.

This station is 22 miles to the north of London. About 300 yards to the south of it there are two pair of leading points on the up line, 35 yards apart. The northernmost of these points leads to the up line sidings, and the southernmost across the down line to the down line sidings.

The 2.20 p.m. pick-up goods train from Peterborough to London left Peterborough at 2.40 on the day in question, and reached Welwyn at 7.36, an hour late, consisting of an engine and tender, 41 loaded waggons, and two break-vans. It carried bricks and agricultural produce, including hay and straw, and vegetables; and had lost time, partly in consequence of extra traffic, and partly in shunting for passenger trains.

The head guard of this train signalled to the engine-driver as he approached Welwyn, to go forward to the viaduct south of the station, on which the points above referred to are situated, in order that the train might be shunted back through the northernmost points into the down siding, out of the way of the express train from Manchester, which was following it. The night was dark, and the goods train was a long one; and it was difficult for the engine-driver and head guard in front of it to know when the hind van had cleared the points, and when therefore they ought to come to a stand. The hind-guard, who was at the tail of the train, understood perfectly what was to be done, and endeavoured to stop the engine-driver by a signal from his hand-lamp at the proper time. But the hay and straw overhung the sides of those trucks which were loaded with them so much as to prevent his lamp from being seen; and the train was only stopped after being taken forward further than was necessary, in obedience to a signal from the front guard. After it had come to a stand, the hind guard got out of his van, and signalled to the driver with a white light from his hand-lamp, that all was right for him to set back. The head guard misunderstood this signal, and, thinking that the train was still not far enough forward, directed the driver to go ahead again. The hind guard, not having had any instructions from the head guard, thought then that it must be going forward altogether, and made no further signal; but the head guard, being certain at last that it must have gone

far enough, stopped it, ran back toward the hind guard, heard from him that they had gone over the points a long way, and at length ordered the driver to set back.

The hind guard then got on the step of his van, and rode back with the train. As he approached the points, he waved his light, to "ask for a signal from the points," and, not perceiving that any one was at them, he jumped off the van, and turned them over himself, intending to direct the train into the up siding. Being thus hurried, and in the dark, he seized the southernmost or down siding points, instead of those that led to the up siding; and he did not discover his mistake until he saw the train backing across the down main line, in place of into the up siding.

A porter at the Welwyn Station had shouted to the engine-driver and guard of this goods train as it passed, that they were to go and shunt, and had run after the train for the purpose of holding the points leading to the up siding. He did not reach those points in time to prevent the driver from going too far ahead, but he got to them before the train was set back, and he then waved a white light to the driver. He saw the train backing towards him, in answer, as he thought, to his signal, and was not aware that the hind guard had gone to the down siding points until he saw the van and waggons turning towards the down main line. He then let go of the up-siding points, which he had been holding, and signalled to the station for the down main signal to be turned to danger, while the guard who had made the mistake also shouted for it; and the red light was at once turned on at that signal.

Seven or eight waggons, and the van of the goods train, had thus passed through the points towards the down line sidings, when the Midland passenger train, 7.0 p.m. from King's Cross, came into violent collision with them. This train consisted, in the following order, of an engine and tender, an empty horse-box, a stores' van, a second-class carriage, three composite carriages, and a break-van. It left King's Cross at 7.2, two minutes late; stopped at Hatfield for about a minute, and left that place at 7.34, eleven minutes late, for Hitchin. It was not due to stop at Welwyn (which is $4\frac{1}{2}$ miles north of Hatfield), and the engine driver, having found the Welwyn signals "all right," was crossing the viaduct south of the station at a speed of 40 miles an hour, when he saw the goods engine on the opposite line. He next saw, as he passed that engine, a red light from a hand lamp, as he supposed from a goods guard, but he "wasn't sure whether it was meant for him." He shut off his steam, however, and blew his whistle, and observed that the station signal was turned to danger. He had just time to reverse his engine before he struck the goods waggons.

His engine was thrown off the line in consequence of two pairs of waggon wheels getting under it. The buffer plank was broken, the smoke-box door stove in, the right leading axle-box and feed pipes were broken, and the steps knocked off. The steps and door handles were also stripped off from the right sides of some of the carriages, and some of the panels were damaged, but they were none of them thrown off the line. Six of the goods trucks were broken up, and one of them completely so. Fourteen of the passengers are stated to have been injured, and one of them severely. The traffic was obstructed for two hours and a half, at the end of which time one line was cleared of the debris, and was worked as a single line until the trains could be passed over the other.

This accident was caused, then, by the mistake of a goods guard, who, on a dark night, and with a wish to get his train off the main line out of the way of another (fast) train as soon as possible, took hold of

a wrong point-handle, and turned it in the wrong direction. A similar accident occurred from a similar mistake at Stevenage, the next station on the Great Northern Railway, some years ago, and it was my duty to report upon a third accident of the same sort near Preston in the present year. I understand that the Great Northern Company now propose to place the handle of the down siding points on the further side of the down line, in order to prevent such a mistake from being made in future, and to adopt the same precaution at all other stations at which such a mistake is similarly liable. I think this will be a prudent measure, and wherever such points can be kept locked, additional security may in that way be obtained.

Finding that the Midland train above referred to was 11 minutes late at Hatfield, I was led to inquire into the cause of its detention, and I learnt in reply that it was habitually late both at Hatfield and at Hitchin, because it is not allowed sufficient time to perform the journey to those stations. It is due by the timetable to pass Welwyn at 7.29 without stopping, but it did not pass Welwyn according to the record book until the following times on the following days :—

Oct.	Time of passing Welwyn.	Minutes late.
3 -	7.42 -	13
4 -	7.39 -	10
5 -	7.39 -	10
6 -	7.40 -	11
7 -	7.42 (day of collision)	13
8 -	7.39 -	10
9 Sunday.		

Oct.	Time of passing Welwyn.	Minutes late.
10 -	7.38 -	9
11 -	7.41 -	12
12 -	7.37 -	8
13 -	7.41 -	12
14 -	7.40 -	11
15 -	7.39 -	10
16 Sunday.		
17 -	7.39 -	10
18 -	7.40 -	11
19 -	7.43 -	14

15/164

10.9

It will thus be seen that it was on an average upwards of 10 minutes late in passing Welwyn on the above days; and there appears to have been some mistake in timing it to run from London to Hitchin, including the stoppage at Hatfield, in only one minute less than the trains which run through to Hitchin without such a stoppage. I recommend that this inconsistency be corrected, and that sufficient time be allowed, in the time tables for the ensuing month.

I have the honour to be,

Sir,

Your obedient servant,

The Secretary of the
Railway Department,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

GREAT WESTERN RAILWAY.

Board of Trade,
(Railway Department),
Whitehall, 26th Sept. 1864.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Great Western Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 10th ultimo at the Priestfield Station of the Great Western Railway.

I am, &c.

The Secretary of the
Great Western Railway
Company.

T. H. FARRER.

SIR,

Melrose, 21st Sept. 1864.

IN compliance with the instructions contained in your minute of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 10th ultimo, at the Priestfield Station on the West Midland section of the Great Western Railway.

This station is a mile and a half to the south-east of Wolverhampton, and 116 yards to the east of the elevated stage of the signalman in charge of the junction which occurs between the West Midland line from Dudley and the Great Western line from Birmingham. The view on both lines is much obstructed by curves and bridges over the railway; and the junction signalman is unable to see the platform of Priestfield Station, though he is placed at a very considerable height above the ground, and is on the whole in the best position that can, with regard to all the local considerations, be found for him.

A special train from the races—of which this was

the second day—left Wolverhampton at 9.4 on the evening in question, consisting of an engine and tender and five carriages, of which one, next the tender, was a break carriage. It was detained for six minutes outside the signals at the Priestfield Junction, and it reached the Priestfield Station at 9.14. As it drew up at the platform some of the passengers called out "guard" and "murder," and six minutes were occupied in a commotion which followed, in the course of which a drunken and disorderly passenger was dragged out of the carriage in which he had been riding. Just as it was leaving the station again at 9.20 a following goods train came into collision with it, with sufficient violence to damage all the carriages, and to injure sixty of the passengers, some very slightly, and none, fortunately, very seriously. The passengers would, no doubt, have suffered less if there had been a break-van at the tail of the train. There ought, in my opinion, to be a break behind every passenger train; but this is not in accordance with the practice of the Great Western Company.

The goods train was composed of an engine and tender, 18 loaded waggons, and a break-van. It left the Oxley siding near Wolverhampton at 7.55 punctually, but was detained for nearly an hour at the low level Wolverhampton Station for passenger trains to pass. It started again at 9.8, and the engine driver found the distant signal from the Priestfield Junction at danger. He gave two whistles to indicate that he was for Birmingham, the signalman lowered his signals, and he passed through the Junction, after applying his steam again, at a speed of 7 or 8 miles an hour. He had then every reason to believe that the line was clear before him, until, after passing under a bridge which crosses the line between the junction and the station, he saw the three red lights behind the passenger train, about 25 yards in front of him. He had just time to shut

off his steam, to reverse his engine, and to drop off it, before the collision occurred. The buffer-plank of his engine was broken, but it was not otherwise much damaged.

The signalman had been doing duty at the junction for $7\frac{1}{2}$ years. He came to work at 7 o'clock that evening, about two hours before the passenger train, which had been telegraphed to him from Wolverhampton, passed him. He lowered his signals for it to proceed to the station, and saw no more of it. After attending to other duties and other trains, he saw the goods train approaching "at very slow speed," and he allowed it also to proceed, having no doubt that after so long an interval the passenger train was out of its way.

This man might probably, by more careful observation have ascertained that the passenger train had not left the station, but he is much in want of a means of inter-communication, either with the signalman east of the station, or with the station platform. I took occasion to recommend that this should be supplied when I was on the spot; as well as that he should have communication by bells ringing in both

directions, instead of in one direction only as at present, with the goods pointsman on the north of him. He has already telegraphic communication with Wolverhampton on the north, and with the West Midland Bilston Station on the south, and it is very desirable that he should also be provided with a telegraph to the Great Western Bilston Station on the east, particularly as the gradient is steep,—1 in 80 for part of the way,—towards that station. The view on each side of his box might, further, be improved if open parapets were substituted for short portions of the close boarding which is now at the sides of the bridges over the railway, and if the mound over the passenger platform at the Priestfield Station were lowered.

I believe that these improvements will be carried out.

I have, &c.

(Signed) H. W. TYLER,

The Secretary
Board of Trade,
Whitehall.
Capt. R.E.

GREAT WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, 28th September 1864.

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Great Western Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred at the Pontypool Road Station of the Great Western Railway on the 23rd ultimo.

The Secretary of the
Great Western
Railway Company.

I am, &c.
T. H. FARRER.

SIR, *Langholm, 24th September 1864.*

IN compliance with the instructions contained in your minute of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 23d ultimo at the Pontypool Road Station of the Great Western Railway.

The Taff Vale Branch from Quaker's Yard and Crumlin, joins the line from Newport to Abergavenny at this station. The approach to Pontypool Road from the Taff Vale Branch being on a very steep falling gradient, the trains are worked by telegraph on Tyer's system, under the rule that "no train is permitted to pass one of the signal stations unless a notification of the line being clear has been received from the signal station next in advance." The telegraph-signal-box and junction-stage at Pontypool Road is 90 yards to the south of the door of the station, and the telegraph station next to it on the branch is nearly $3\frac{1}{2}$ miles distant, at Blaendare. There is a falling gradient of 1 in 132 from Blaendare to a caution-board 1 mile and 4 chains east of Blaendare, and a steeper falling gradient of 1 in 45 from this caution-board, for 2 miles 3 furlongs and 1 chain, to Pontypool Road.

On the day in question, an excursion train was arranged to leave Shrewsbury at 6.50 a.m., and Hereford at 9 o'clock, for Pontypool Road and Crumlin, bringing also passengers by the ordinary train, 7.25 a.m., from Worcester, Malvern, and Ledbury; and it was to return from Crumlin at 5 p.m. and Pontypool Road at 5.20; so as to reach Hereford at 7 p.m. and Shrewsbury at 9.45 p.m. The engine-driver from Shrews-

bury, an old servant, of 13 years' service, had not previously been on the Crumlin Branch, or even south of Hereford, and another engine-driver who had been driving between Pontypool Road and Crumlin for 2 years and 7 months was therefore sent with him, to "pilot" him.

The excursion train left Hereford accordingly at 9.15 a.m., with an engine and tender, 11 carriages, and 2 break-vans, each containing a guard; and a third guard joined it with a third break-van at Pontypool Road. It reached Crumlin at 11.37, and started on the return journey at 5 p.m. with the same number of vehicles and about 250 passengers. Mr. Harris, the Superintendent of the Hereford division of the Great Western Railway, and Mr. Griffiths, now assistant goods manager on the West Midland section of the Great Western Railway, and formerly Superintendent of the line from Newport to Abergavenny, and of the Crumlin and Monmouth branches, accompanied it.

It was brought to a stand by the signalman at Blaendare, and delayed for about 3 minutes, and it then proceeded, after the signals had been lowered, towards Pontypool Road. It passed the caution-board at the top of the gradient above referred to of 1 in 45, at 10 to 15 miles an hour according to the evidence of the engine-drivers, but at considerably greater speed according to that of the head guard, and at a speed which led at once to apprehension in the minds of Mr. Harris and Mr. Griffiths. The drivers whistled for the guards' breaks when they found, about $\frac{1}{2}$ a mile down the bank, that they had not proper control over the train, and afterwards reversed the engine. Mr. Harris waved his arm out of the window of the carriage in which he was riding, and thus communicated with the three guards, who had all applied their breaks. But they were unable to reduce the speed materially before they approached Pontypool Road, and the train came violently into collision with 19 coal waggons and a van which were standing on the line at that station, 60 yards within the distant-signal, and 110 yards outside the main signal post.

The breaksman in charge of these waggons slacked off the breaks, and allowed them to run forward, and thus lessened to some extent the shock of the collision; but three coal waggons and two goods vans were broken up or damaged; the buffer-plank of the passenger engine was broken; the upper parts of two of the carriages were damaged, and 30 of the passengers were more or less injured.

Of the three guards who were with the passenger train, one, a goods-guard of two years' standing, who rode in a van next behind the tender, had been daily working on the line and knew it thoroughly; the second, who had been a goods-guard for 11 years, and rode in the last vehicle but one in the train, had only been on the branch once before; and the third, a breaksman of eight or nine months' service, who rode at the tail of the train, had worked principally during that time on the Crumlin Branch.

The signalman at Pontypool Road had come on duty at 7 a.m. to remain till 8 p.m. The coal train was regularly telegraphed to him from Blaendare, and reached Pontypool Road at 5.15, consisting of an engine and tender, 28 waggons, and a van. As soon as it arrived within the distant-signal he gave the signal "line clear" to Blaendare; and he received two beats on his bell immediately afterwards to announce that the excursion train was leaving Blaendare. He ran out of his box towards the coal train, intending to have it drawn clear of the cross-over road, out of the way of the excursion train, but he found that the engine-driver had gone away from it with the engine and nine waggons only, leaving the remainder on the branch; and when the engine driver afterwards returned and attempted to take the 19 waggons forward, the tender coupling broke as the passenger train was approaching, and the engine was obliged to run on without them, to avoid the shock of the collision.

It appears to have been sometimes, but not always, the practice to divide the coal trains thus on the branch line; and the signalman states that he was obliged occasionally to give "line clear" to Blaendare when the trains arrived at the bottom of the incline, and before the line was actually clear, in order to avoid keeping two or three passenger trains waiting at

Blaendare. On the present occasion the signalman at Blaendare had intimated to him several times before the coal train reached him that the excursion train was waiting to follow it.

There are evidently three improvements required for the better and safe working of the traffic. An intermediate telegraph station should be established at the top of the incline, between Blaendare and Pontypool Road, near the "caution-board," to save delay to the traffic; and no train should be allowed in any case to leave that telegraph-station until the line has been cleared after the arrival of the previous train at Pontypool Road. Extra siding accommodation should be provided at Pontypool Road, so as to allow the trains arriving at that station at once to get clear of the branch line, and then to perform their shunting without interfering with it. And the passenger trains on the Crumlin Branch should all be provided with continuous breaks, in order that they may be kept well under control on the incline.

I learn that two sets of continuous breaks were supplied for working the regular trains on this branch when it was first opened for traffic about eight years ago, but that only one of them is now in use, which is employed with the through train from Merthyr every morning. I may add, in conclusion, that much improvement is also required in the working of the goods and coal trains, inasmuch as they frequently run "wild," as the men term it, or in other words the servants of the company frequently lose control over them on the incline,—sometimes once or twice a week, and sometimes, even, once or twice a day.

I have, &c.

The Secretary, H. W. TYLER,
Board of Trade, Capt. R.E.
Whitehall.

GREAT WESTERN RAILWAY.

Board of Trade,
(Railway Department),
Whitehall, 21st Dec. 1864.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Western [the Midland] Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred on the 5th ultimo near the Norton Junction on the Great Western Railway, between a passenger train belonging to the Midland and a goods train belonging to the Great Western Railway Company.

I am, &c.

The Secretary of the
Great Western Railway
Company.

The Secretary of the
Midland Railway
Company.

JAMES BOOTH.

SIR,

No. 1, Whitehall, 16th Dec. 1864.

IN compliance with the instructions contained in your minute of the 7th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 5th ultimo, near the Norton Junction on the Great Western Railway.

This junction, at which the Midland Railway from Bristol meets the West Midland section of the Great Western Railway from Oxford, is $3\frac{1}{2}$ miles to the south of Worcester. It is approached from the direction of Worcester on an average rising gradient of 1 in 309 for 2 miles and 27 chains. It is protected by the usual main and distant signals, the distant

signal towards Worcester being 1,042 yards from the main signals, and being visible in clear weather for 500 yards further. Between them, at 586 yards from the distant signal and 456 yards from the main signals, there is a crossing leading from the down line across the up line to a siding beyond it. There is a small station and ticket platform on the north of the junction stage, while the latter is raised to a considerable height above the ground. Tyler's system of telegraphic signalling is in force between Wyles Lane, at the south of the Worcester station, and this junction stage, but without speaking instruments, which are desirable as auxiliaries to that system.

At 3.19 on the afternoon in question the junction signalman received two beats on his bell from Wyles Lane, to indicate that a passenger train had reached Worcester; and he at once turned his needle to "train on line," without which it would not have proceeded towards him, to signify that the road was clear for it. He concluded rightly that this was the Midland passenger train due at Norton Junction at 3.16, and that it would leave Worcester shortly after permission was thus given.

A minute later a down goods train approached the junction from Oxford. There was so dense a fog that it was not visible from the junction stage, but some one called out from it, according to the signalman, to ask if all was right, and he replied "Have you any thing to come off?" meaning "Have you anything to leave on the siding?" The answer was, he says, "No," and he again replied, "All right; go on." He lowered his signals, after he signalled it to Wyles Lane in the usual manner, at 3.21, and the train proceeded northward past the junction at 3.22. He then went into his box to set down the time, feeling satisfied that it had gone on to Worcester.

Two or three minutes afterwards he came out of

his box, expecting the passenger train from Worcester. His signals were all at danger, and he heard the driver of that train whistling. He was about to turn off the distant signal when he further heard some bumping, as if from the shunting of waggons. He suspected that something was wrong, and left his distant signal at danger by way of precaution. Shortly afterwards he heard a crash, and he requested those who were in charge of a ballast train which arrived at the same time from Oxford, to walk on and see what was the matter. The guard of the goods train came back a few minutes later to report that a collision had occurred between his train and the Midland passenger train, and the guard of the passenger train followed, and requested (as well as the goods guard) that the road might be blocked.

The Midland train consisted of an engine and tender, six passenger carriages, four horse-boxes, and two break-vans, with a guard in each. It left Worcester at 3.19 p.m., nine minutes late. The driver found the signals lowered for him at Wyles Lane, and knowing that the line was worked by the block system of telegraph, he concluded that the line would then be clear to the Norton Junction. He whistled for the junction signals and shut off his steam when he was about 500 yards outside the distant signal. He saw through the fog that that signal was at danger when he was 60 yards from it, and told his fireman to apply the tender break (which had already been partly done); but he did not whistle for the guards' breaks because he considered that he had his train well under command for stopping if necessary at the junction. When he was within 60 yards of the crossing above referred to leading to the siding, he saw that there was an engine in his way. He then whistled for the guards' breaks, reversed his engine, and put steam against it; but he struck the goods engine at a speed which he states to have been eight, or which was more probably 15 miles an hour.

The passenger engine left the rails and ran along in the ballast for some distance. Its three axle-boxes, as well as two of the tender, on the right side, were broken. The side framing of the engine and the leading axle were bent, and the corner of the buffer plank was broken off. The break-van and two horse-boxes in front of it were thrown off the line; but none of the passenger carriages left the rails. One of them was, however, shifted on its framing, and 19 of the passengers were unfortunately injured.

The trailing wheels of the goods engine and all the wheels of its tender were thrown off the line.

The engine axles were strained, the three crank pins were knocked off, and the reversing lever was broken. The horn-plates also of the tender were cut through. Two of the goods waggons were pushed off the rails.

The Midland engine-driver had been driving passenger trains for 11 months and goods trains for 11 years previously on the Bristol and Birmingham line. He had therefore very frequently had occasion to shunt as a goods driver at the siding in question. Before the telegraph was employed between Wyles Lane and Norton Junction, he had not been allowed to cross the down line when a train was due on that line, and after the telegraph was brought into use, some two years since, he was always prevented from crossing when a down train had been signalled out from Worcester. From being thoroughly acquainted with the system of working, he not unnaturally took this distant signal to apply to the junction and not to the siding, though he would certainly have acted, to say the least, with greater prudence, and especially in a dense fog, if he had used greater exertions to stop his train when he found the distant-signal at danger.

The goods train left Oxford at 8.45 a.m. and approached Norton Junction at 3.20, forty minutes late, consisting of an engine and tender, eight waggons, and a break van. It had been detained in shunting

and delivering goods at different stations. The statements of the servants of the Company who were with this train do not agree with the evidence above referred to of the junction signalman, or with each other.

The engine-driver states that in approaching the junction he stopped at the distant signal, drew in towards the junction, and stopped clear of the Midland line; that he waited for three or four minutes, and whistled, and that the signalman then said, "all right," but nothing else; and that he then proceeded forward to the siding. He adds, that he did not tell the signalman that he was going into the siding, and was not aware that he would have to do so until after he had stopped at the platform, as he was timed to do, and was called back by the guard.

The fireman, William Haines, asserts, on the contrary, that the driver observed to him, as they were drawing up at the junction, that they had some waggons to leave in the siding; and he knew himself that four of the waggons attached to the train, being Midland waggons, would have to be left there. He states that when they came to a stand at the junction, they could not see the signals, and therefore called to him; that his mate asked if it was all right, and that the signalman replied, that it was all right. He describes more clearly and apparently more truthfully than the other witnesses what happened after they passed the junction until the collision occurred. He says, "We stopped north of the junction, clear of the points leading to the siding, and the guard unhooked the break, and sent us ahead to go into the siding. We drew all seven (eight) waggons ahead, leaving the break behind; the guard unhooked the four waggons; we kicked them back into the siding; they did not go clear of the points in the siding, and we followed them into the siding to push them clear of those points. While we were doing that, the guard says, 'Make haste Tom, the train's a coming.' We pushed them clear, and then went ahead again to come out, and while we were coming out the passenger train ran into us. The siding was too full to allow us to back in and get clear of the main line."

The head guard of the train states that he said nothing to the signalman, nor the signalman to him, but that he held up his arm as he passed "to show that he had waggons to put off." The signalman saw him hold up his hand, "and wave it," and thought that he "meant to tell him that he was going away to Worcester."

The breaksman, who rode in the break-van, with the guard, states that he hallooed to the signalman as he passed, and said, "We've got four coming off;" but this does not appear to have been heard either by the signalman or the guard.

The statement of the signalman is confirmed by a brickmaker, and his father-in-law, a labourer, who were in a garden nearly opposite the junction when the goods train arrived. These men heard the signalman ask some persons in the train whether "they were going to shunt," or whether "they had anything to come off," on which some one from the train or the cutting replied, "no," and the signalman said, "all right, come on."

The signalman himself states, that he should allow a shunting train to go north of the junction on a clear day, even if he expected a train from Worcester; but that he should have kept this particular train south of the junction until the passenger train had passed, if he had known that it had waggons to leave, because it was so foggy. He had stopped it at the junction specially to ascertain whether it was going into the siding. In clear weather the signalman hangs out a red flag by day, or a red light by night, to inform the station-master and collector at the station on the north of him when an up train has been signalled from Worcester. And in foggy weather, when he is unable to see such signals, the station-master sends out, he says, hand signals towards Worcester beyond the

distant signal, and he does not send to the signalman because "he can hear" from the junction "when the train goes ahead."

But on the present occasion the station-master had not returned from his dinner, and the lad, 15 years old, whom he had left in charge, had gone to the house of a gentleman living about a quarter of a mile from the station with some newspapers. There was thus no one in charge to control the proceedings of the servants with the goods train after they had passed the junction.

While there may have been some misunderstanding between the signalman and the servants of the Great Western Company with the goods train, it is clear that the latter exhibited considerable recklessness, in the absence of any one at the station, in crossing in so thick a fog to the siding without ascertaining clearly that it was safe for them to do so. These men allege, the engine-driver that he was under the instructions of the guard, and the guard that he considered the permission to go north of the junction to be also a per-

mission to shunt. The guard and breaksman further excuse themselves for not knowing that the Midland train was due by saying that they have not received Midland time-tables, the one for three, and the other for six months.

It is certainly desirable that a signal worked by wire from the junction should be fixed at the siding in question, which may be available in foggy as well as clear weather, to prevent any train from being shunted across the up line without the special permission of the signalman; and it would be well if the Great Western Company were to insert in their service time-tables, as the Midland Company have done, the particulars of the trains of foreign companies which their own servants are liable to meet or are required to avoid.

I have, &c.,

H. W. TYLER,

Capt. R.E.

*The Secretary,
Board of Trade,
Whitehall.*

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 4th January 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Great Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred at Pangbourne Station on the 15th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Great Western
Railway Company.*

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 30th December 1864.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 19th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 15th instant at the Pangbourne station of the Great Western Railway, between a passenger and a special goods train, on which occasion no passengers are believed to have been injured, and the driver of the passenger train was the only person who was hurt, and he not seriously.

Pangbourne station is situated about $5\frac{1}{2}$ miles west of Reading and $3\frac{1}{4}$ miles east of Goring stations. It is protected by up-and-down, station, and distant signals. The approach to the station from Reading is a good one, and the signals can be well seen; but the approach to Pangbourne from Goring is on a curve, through trees, and subsequently through a cutting. It is protected on that side by an up-station signal at the west end of the down platform, and by an auxiliary signal placed 587 yards west of the up-station signal, and which auxiliary signal can be continuously seen by an up-train approaching it for a distance of 518 yards. The light at this auxiliary signal on a clear night can be first seen when a white light is turned on about a quarter of a mile east of Goring station for a distance exceeding a quarter of a mile, when it is lost sight of; and again, at about $1\frac{3}{4}$ miles from Pangbourne, after passing through an over-bridge, it is seen for a short distance; but I cannot learn that the red light is ever seen down the line close to Goring, and but seldom when the train has passed through the over-bridge.

On the night of the 15th instant a special narrow gauge up goods train, consisting of upwards of 40 trucks was sent forward from Oxford at 7.40 p.m. with the driver who had brought it from Worcester, and as he was unacquainted with the line, a pilot man was sent with him on the engine who knew the road. This train had to leave a truck at Wallingford Road station, 16 miles from Oxford, and it did not stop on the way until it got there at 8.48 p.m. The truck was detached, and the train was turned into a siding until the station-master had telegraphed to Didcot to ascertain whereabouts the Birmingham up express train was, which was due to pass Wallingford Road at about 9.20 p.m. if it was running to its proper time. The station-master after some delay ascertained that the up express had passed Banbury 33 minutes late, and he then, after telling the driver to keep out of the way of the up express, sent the special goods train on at 9.7, so that 19 minutes had been occupied at Wallingford Road station.

Shortly after leaving Wallingford Road station, which is six miles from Pangbourne station, the driver found that his left injector did not work properly, so that instead of forcing water into the boiler the injector allowed it to escape from the boiler; and when he reached Pangbourne at 9.30 p.m., having ascertained that he had very little water, he stopped and spoke to the signalman and explained to him that he must have some more water before he could go any further. There is no water crane at Pangbourne, but there is a pump; and the signalman desired the driver to pull his train ahead of the points of the cross-over road, and then he opened those points and signalled the driver to put his train back towards the down line, having previously turned on all his signals to danger, and having ordered the under guard of the goods train to go back towards Goring so as to stop the 7.25 p.m. Birmingham up express broad gauge train which was then over due. The time for this train to pass Pangbourne is about 9.25 or 9.27 p.m. The signalman also sent for the station-master, who arrived from his house as soon as he heard a train stopping at the station, as the messenger did not actually fetch him, and he came to the station at once, because he had instructed the signalman that if any special train came near the time of the Birmingham passenger train, he was to send it on, and not to let it stop. When the station-master arrived he found the narrow gauge goods train in the act of crossing from the up to the down line, and he could not at first see the signalman, but at last found him at the end of the platform and inquired why he did not send the train on, and the signalman replied, "They can't get on for want of

water." The station-master then inquired if any one had gone back, and was told that the under guard had gone back. Some conversation then passed between the station-master and the driver of the train, and the latter was told that he would stop the special down mail. The station-master also told the signalman to tell the driver to pull forward again on to the up line, so as to leave the down line clear for the special down mail; but the signalman declined, and asked the station-master to tell the driver himself, and he did so, and the driver then drew ahead very slowly and got the whole of his train again on to the up line. The down signals were then put right for the special down mail, and shortly afterward the Birmingham up express train came into the station, with the steam off, but according to the station-master it was running very fast, and the collision took place, when the van and two of the trucks of the goods train were greatly damaged, and the passenger engine had four wheels thrown off the rails, and was a good deal damaged. The collision occurred at 9 h. 55 m. p.m., at which time the Birmingham up express was over due near 30 minutes, whilst the special down mail was not due to pass Pangbourne until 9.58 or 9h. 59m., and thus it becomes apparent that but for the act of the station-master in ordering the goods train back from the down to the up line, after it had been shunted there by the signalman, no collision need have taken place at all, and in all probability neither the up passenger train nor the down mail need have been delayed.

Again, at the time (9.45) when the station-master ordered the goods train to pull ahead on to the up line he knew nothing as to the position of the Birmingham up express, or how far distant it was from Pangbourne.

The explanation given of the proceedings by the station-master is, that when the special down mail (which does not carry any passengers) first began to run, the orders were very strict that it should not be delayed, and he thought it more important than a passenger train.

I must now revert to the proceedings of the under guard of the goods train, who was ordered to go back by the signalman, and who knew of the order given to shunt the goods train on to the down line to allow the Birmingham up express train to pass; but he did not know of the order given by the station-master to shift the train back again from the down to the up line. He says he took his hand lamp, showing a red light in it, and detonators with him; and that he put down two detonators, one at 300 yards from the tail of his train, and another at 300 yards from the first; and then he went down the line until he could just see the up auxiliary signal, which he says exhibited a red light, and waited, as he thought he should see the signal turned to all right to let the fast train pass, when the goods train had got clear of the up line; but as it remained still at danger he went further towards Didcot, and put down two more detonators about 100 yards apart, and hearing the passenger train coming, he stood with his red light and the driver of the up express seeing his red light, sounded the break whistle before passing over any detonators. After the up express train passed, he then went further back on the line, in order to stop the up Bristol train. His statement as to his having a red light showing in his hand lamp, is partly corroborated by the head guard of the goods train; but in all other respects this statement is at variance with the testimony of the servants of the company, with the Birmingham up express train, and I think it is not to be relied on.

The company's regulations require the guard to go back a mile, in the event of any train being stopped on the line.

The driver of the 7 h. 25 m. p.m. up Birmingham express train, which consisted of four coaches and one van, with one guard riding in a second-class carriage placed next to the van which was next to

the engine, says that when he came to the place where the Pangbourne up auxiliary signal is generally first seen, after passing through the over-bridge, no auxiliary signal could be seen that night, and he shut off the steam in accordance with the usual practice, and at the end of the cutting he said to his fireman, "Gently! put on your break; let's be prepared " if we can see no light," at which time he thinks they were running from 55 to 60 miles an hour, as they have to run at that rate to keep time; he thinks they sunk their speed to 30 miles an hour, until he came in sight of a white light, but could see no auxiliary signal. He says the white light was waved by a man walking towards the Pangbourne station; that the man was 20 or 30 yards on the Goring side of the auxiliary signal; that he could not see the auxiliary signal where they ought to have seen it, and he thought it was out, but seeing the white light, he said to the fireman, "Let her go, it's all right, there " is a white light," and he gave the engine a little steam; that immediately under the auxiliary signal he could see a glimmering red light, either a very bad one or nearly out; that he then reversed the engine in full steam, and told his mate "to hold on," as there was a red light on; that he could see three red lights and a train at the station; that he ran over the first detonating signal about 30 yards on the Didcot side of the auxiliary signal, and he sounded the whistle for the guard's break just before he ran over it. Independent of the fireman's evidence, which almost always is in close agreement with that of the driver in such cases, there is some confirmation about a white light being down the line, as the signalman stated that some time after the collision took place he saw a white light coming up the line, but he does not know whose light it was; but this does not prove it to have been used before the collision happened.

Assuming the engine-driver's statement to be entirely correct, he would have had about 770 yards to pull up in after he sounded the break whistle and reversed his engine, &c. in order to avoid touching the tail of the goods train, and if he was only running 30 miles an hour on a line that is practically level and on an easy curve, that should have been a sufficient distance for him to have done so. But he thinks he was running about 12 miles an hour when he ran into the train. The guard names five miles an hour, and adds, that if they had had another break on the collision would not have occurred. I do not, therefore, think the driver's statement is to be depended on, neither do I place reliance on his assertion that the auxiliary signal red light could not be seen at the usual place 518 yards before it is reached, as the auxiliary showed a good white light to the up goods train as soon as that train had passed through the over-bridge $1\frac{1}{2}$ miles from Pangbourne station, and subsequent to the collision, the driver of the next train, the Bristol up express, saw the auxiliary signal with a red light on at the usual place, but not showing a very good light, as he came up to the Pangbourne station, and there is satisfactory evidence to prove that the lamp burnt well for hours after the collision took place without being re-trimmed. The explanation as to the want of brightness in the lamp is, I think, to be found in the fact that the glass for the red light is of too dark a shade, and would be advantageously exchanged for one that should not obstruct so large a portion of the rays of light.

The under guard has been dismissed for not having gone further back along the line, and I have no doubt that he did not go much beyond the auxiliary signal. The regulations are imperative and should have been obeyed, but in my opinion the driver was also to blame for not having his train more under control as to the rate of speed at which he was running, and for not having kept a better look out as he approached Pangbourne station.

Another cause that assisted in producing the

collision has already been pointed out in the evidence of the guard of the passenger train,—the small amount of break power with which the train was provided, consisting of one break to four carriages. If those carriages and the van had been furnished with continuous breaks, all put on by one man, and tightened by the running of the train, as is now done by one of the continuous breaks in use, the train might have been stopped even if it had been travelling at 40 miles an hour, when it came to the auxiliary signal, in less than one-third of the distance between the auxiliary signal and the tail van of the goods train, without any additional break on the engine itself.

There is a rule in the company's regulations, which in my opinion is the source of more than one-half of the collisions that occur at stations. It says:—"In case of danger being shown by any auxiliary signal, the engineman must use every exertion to pull up at such signal; and if he then see the line clear ahead, he must take his train slowly on as far as he can towards the station; and must in all cases be admitted within any fixed signals if possible. In doing so the fixed danger signal must not be turned off, but the policeman will signal the engineman in "by hand." Now I hold that the engineman should be instructed to "stop dead" at the auxiliary signal, and then if the line is clear draw his train on towards the station; but the signalling on of the train by hand signal is most objectionable and dangerous, as hand lights are easily mistaken, and if the driver is to be credited this was the cause of this collision, as he says he turned on the steam in consequence of being waved on by a white light.

Having thus pointed out the combined causes following upon each other which have led to this collision, I must now state that in a line where slow and exceedingly fast traffic are mixed up, it is of the greatest importance that all stations should have sidings off the up and down lines sufficiently long to admit of the longest goods trains being shunted out of the way of the fast passenger or mail trains. There are sidings at Pangbourne station but they are not in a state to admit of this being done at present.

Next, the Pangbourne station is insufficiently protected as far as the up line is concerned. Auxiliary signals which can be seen for short intervals of space at a long distance from the station are, in my opinion, very objectionable, and for this reason it would be desirable to remove the present up auxiliary signal from the top of the bank on which it is now placed down on to the line, and make it the repeating signal to another carried farther down the line, of which a good continuous long sight might be had in clear weather, and which would be a long distance from the station for a train to draw up in when the weather is not clear and the signal is against an up train.

With deference I submit that another of the company's regulations, which requires a man to go back a mile when a line is in any way obstructed, is an useless one, when the obstruction occurs, as it did on this occasion, at a station, when the train was enabled to go ahead or be pushed back, as provided for in their 79th rule, page 44. The station and auxiliary signals should be so placed as to be effective for covering any work required to be done at a station in safety, and when this cannot be done by means of the ordinary signals, as in tunnels, &c. the electric telegraph should be resorted to for blocking the line. And here I cannot but remark that but little use appears to be made of the telegraph on this part of the Great Western system. A very fast train leaves Oxford 30 minutes late, owing to a previous accident between Hatton and Warwick, and yet the ordinary precaution of telling the stations in advance of Oxford how much that train is late is not resorted to. It is too fast a train to expect any time could be made up, even if the practice were not in itself very objectionable; and it offers some explanation, when coupled with proceedings like those recorded of the station-masters at Wallingford Road and Pangbourne, why Great Western trains are so frequently late.

I have, &c.,
W. YOLLAND

*The Secretary,
Board of Trade,
Whitehall.*

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 17th January 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred at the Slough Station on the 22nd ultimo between a parcels train and a goods train.

I am, &c.,
JAMES BOOTH.

*The Secretary of the
Great Western
Railway Company.*

SIR,

Stoke, 13th January 1865.

I HAVE the honor to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 4th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the morning of the 22nd ultimo, between a parcels train and a goods train, at the Slough Station of the Great Western Railway.

No persons were injured.

The platforms of the Slough Station are both situated south of and alongside of sidings lying on the south side of the main lines, and which lie east

and west of each other, instead of being, as at most stations and on most lines of railway, opposite to each other and adjacent to the up and down lines. The down platform is farthest from and the up platform nearest to London. These platforms are reached by the trains being turned through pairs of facing points on the up and down lines, into lines that connect them with the sidings which have the platforms alongside them.

These connecting lines intersect each other, so that it has been possible ever since the line has been opened for an up and a down train, arriving at the same time at the Slough Station and proposing to stop, or for an up train proposing to stop, and a down train standing on the main line, or running through, by a mistake or act of forgetfulness on the part of the switchman, to come into collision with each other, and that which might have occurred at any time during a very large number of years has at last taken place, but fortunately without any serious consequences beyond damage to the rolling stock.

Another peculiarity to be found on the Great Western Railway has reference to the construction of the facing points. On the narrow gauge railways nearly all switches have been made self-acting, *i.e.*, so weighted that they will stand open for a particular direction, and if a train is required to pass in the other direction the lever handle must be held, and as soon as the train has passed through and the lever handle is let go, the switch will, if in good order, fall back in its proper or normal position. On the

Great Western Railway they are not made self-acting, and every switch requires to be moved by the switchman, who has instructions to pin them over, in order to keep them close to the rails as soon as he has moved them, and then to lock the pin, so that they cannot be moved without unlocking and unpinning. I think the practice on the narrow gauge system is very much safer and greatly to be preferred.

The adjacent ends of the up and down platforms at the Slough Station are about 90 yards apart, and a switchman is stationed in the middle of the yard, who is provided with a signal box in which telegraphic instruments are placed, and close to this box there is a signal post at which signal lamps are exhibited at night, which govern the signals at the up and down main line and auxiliary signals that protect Slough Station and yard at its extremities, which main line signals are placed about 630 yards apart. During the day the indications to the switchmen at the up and down main line signals are given by holding up the hands, &c.

The switchman is responsible that the station yard is properly protected. He has to attend also to the telegraph, and to shift and move, as required, 18 pairs of points. The man who was on duty on the morning of the 22nd ultimo had been employed 10 years on the line, eight years of that time at Slough Station, and for six years in charge of the signals in the centre of the yard. He is stated to be a very good man, who has performed his responsible duty in a very satisfactory manner, and he has received additional wages in consequence of the importance of the duty allotted to him.

On the early morning of the 22nd ultimo a broad gauge up goods train came into the Slough Station at 12h. 51m., and put off five trucks, the engine took in water, and the train left at 1h. 8m. a.m. A narrow gauge up goods train had drawn up into the yard about 1h. 5m. a.m., before the broad gauge up goods train had left, and it put off one truck, and the engine took water; and while the engine was taking water the switchman went to the broad gauge facing points on the up line, shifted them, and allowed another broad gauge up goods train to pass to the up station. He then backed that train, which was on the siding, westwards towards the down station. From thence the switchman went to the narrow gauge up goods train which had been standing on the up main line while the engine took in water, and shifted the points to allow that train to be backed on to the down main line, so as to clear the up main line for the next up train; and he then returned to his signal box, and when the narrow gauge up goods train was clear of the up main line he put his signal lamp at "all right" for the broad gauge up parcels train to run through the station yard without stopping. This was done about 1h. 30m. a.m. In about two minutes he got a telegraphic signal from Taplow of the up train being on its way towards Slough.

When the narrow gauge up goods train was backed on to the down main line and stopped it stood across the line which leads from the up main line to the up station platform, through which the switchman had passed the broad gauge up goods train to the up station a short time before, and the switchman admits that he forgot to shift the broad gauge facing points back to the normal position, *i.e.*, open to the up main line, and closed against the cross over road,

when he had let the broad gauge up goods train go across to the up station; hence it happened at 1h. 40m. a.m., that, when the broad gauge up parcels train got the "all right" signals for passing through Slough Station it was travelling at between 30 and 40 miles an hour, and it turned suddenly from its straight course along the up main line towards the up station, and before the driver was even aware of anything being wrong, it passed over the intervening 30 yards, and ran crashing into the narrow gauge up goods train standing on the down line. The engine glanced against the trucks of the goods train and was thrown off the rails, and, together with the tender attached to it, which had broken away from the vehicle behind it, ran parallel or nearly so to the down line close alongside of the narrow gauge up train which was standing on this line, for a distance of 128 yards, and stopped. As I have already stated no person fortunately was hurt. The men on the parcels train engine had a narrow escape. Four trucks were destroyed and five damaged belonging to the narrow gauge train, and two waggons of the broad gauge train were damaged; the down line was slightly broken up, and the engine was a good deal damaged.

I should now mention that the Directors of the Great Western Railway Company had come to the determination last October to alter the arrangements of the Slough Station so as to do away with this crossing of trains in passing to the passenger platforms, and I hope this collision will cause the alterations to be proceeded with without any delay.

The Reading Station is similar in construction to the Slough Station, and the Company have had the warning that a switchman may, at any moment, make a mistake, and turn a through non-stopping train into the station platforms, and a collision may ensue, or they may escape without one, as they have done, at all events in one instance, already. The propriety of altering Reading Station is also under the consideration of the Directors. If they determine that they cannot incur the cost of making the alteration, the safety of the public absolutely demands that their lives should not be jeopardised in this manner by a mere mistake or act of forgetfulness on the part of a switchman, when the expenditure of 100% or thereabouts would do away with the danger by treating the facing points as a junction, and working the switches in connexion with the signals.

I should also observe that a double semaphore signal is wanted in the centre of the Slough yard to give the signals to the switchmen at the up and down main line signals that protect the station instead of merely showing them a hand signal; and lastly, I would remark that there are, where the mixed gauge is laid, many instances in which the switches and cross-over lines are only laid in either for the broad gauge or the narrow gauge, and not for both, and in consequence I have no doubt there must be frequent accidents from mistakes of the switchmen in presenting the wrong points to a broad gauge or to a narrow gauge train, which accidents must lead to delays and to expense, although they may not yet have endangered life or limb.

I have, &c.,
W. YOLLAND.

*The Secretary,
Board of Trade,
Whitehall.*

LONDON, CHATHAM, AND DOVER RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 15th Oct. 1864.*

SIR

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident that occurred on the 26th September, near Penge Station, on the London, Chatham, and Dover Railway, and to state that my Lords trust the recommendations of Capt. Tyler will meet with the careful consideration of the Directors.

I am, &c.
JAMES BOOTH.

*The Secretary of the
London, Chatham, and Dover
Railway Company.*

SIR,

1, Whitehall, 10th Oct. 1864.

IN compliance with the instructions contained in your minute of the 30th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 26th ultimo, near the Penge Station of the London, Chatham, and Dover Railway.

The 7.30 express train for Dover left the Victoria Station at 7.31 on the morning in question, and Herne Hill at 7.42, consisting of an engine (the "Snowdrop") and tender, a second-class carriage, a first-class carriage, a large break-van, and a composite break-carriage. The morning was very foggy, and the engine-driver therefore travelled rather more slowly than usual. He was proceeding at a speed stated to have been 25 to 30 miles an hour, half a mile to the south of Penge, when he suddenly perceived a "racketing on the right side of his engine at the driving wheel splashers." The fireman also observed that the ballast was flying against the engine and carriages, but they could neither of them make out what was the matter. The fireman applied the tender-break, because the distant-signal from Penge Junction, which they passed soon afterwards, was at danger, and the engine-driver reversed his engine after passing that signal. But it does not seem to have occurred to him to sound the whistle for the guard's breaks. He was "taken up" with the engine, and endeavouring to find out what was wrong with it; he had his train under control; and he did not apprehend immediate danger. The leading guard, however, in the break-van, applied his break without knowing that anything was wrong with the engine; and the second guard commenced to apply his break on hearing the ballast flying, but had not time to do so. The engine, after running unsteadily for some little distance, and, according to the fireman, "jumping a good deal," then left the rails altogether, and turned over on its left side upon the left slope of the embankment (about 8 feet high) on which the train was running.

The tender also fell over on its left side and lay in a similar position behind the engine, but higher up the slope. The second-class carriage was thrown against the tender with great violence, so much so that its body was knocked to pieces, and a portion of its framing was detached and penetrated the tank. One of its hind buffers also went through the panel of the first-class carriage behind it, which remained on its wheels though it was off the rails. The break-van, which was six-wheeled, had its trailing wheels only on the rails; and the composite carriage behind it stood on the rails with all its wheels.

There were 12 passengers, including a child, in the second-class carriage which was so much damaged;

and it was wonderful that they were not all killed. As it turns out, only three servants of the company and three passengers are said to have been injured.

The permanent way is laid with rails of the  section, weighing 70 lbs. to the yard, fished at the joints, and resting on cast-iron chairs weighing 22 lbs. each. The chairs are secured to the sleepers by oak trenails with spikes driven through them, $\frac{9}{16}$ " in diameter by 5" long; and the sleepers, half-round, and measuring in section 10" x 5", are placed on an average 2' 4" apart. The ballast is of good gravel.

The first mark was on a rail on the left, where the flange of a wheel had mounted from the inside, had run along the top of the rail, and had fallen at the end of that distance on the outside. A corresponding mark showed where a right wheel had at the same time dropped from the right rail. Forward from this point the fish-plates inside the right rail and the fish-bolts in them were more or less destroyed, the chairs broken, and the chair-bolts flattened, while the heads of the fish-bolts and the lips of the chairs were in many cases broken outside of the left rail. This mischief extended for a distance of 307 yards, over which at least one pair of engine wheels had evidently been running off the rails, but close to them. The engine then left the rails altogether, turned to the left, and fell over on the slope of the embankment, as above described, at 373 yards from the point at which the first mark was found upon the rail.

The train was running round a curve of 40 chains radius, and down a gradient of 1 in 101½, when it thus left the rails. The line was found after the accident to be in good order both as to line and level, and the super-elevation of the outer rail of the curve to be 2 inches. The engine-driver had previously found this part of the line not quite so good as some other parts, but had never been induced to make a report about it. The plate-layers had "lifted" the line on the Saturday previous (to the Monday morning on which the accident occurred) in two places, a short distance behind the point at which the two wheels of the engine first left the rails. Not having had time to finish and fill in the ballast, they left the sleepers partly uncovered when they quitted their work on the Saturday, and they remained in that condition when the accident occurred on the Monday morning. Three rails were taken out on the following Thursday,—one rail on the left that had been marked by the engine wheel passing over it, a second rail next in front of the marked rail, and a third rail opposite to them on the right, because these rails appeared to the foreman platelayer to have been bent. Two of these rails were afterwards broken for use in getting the engine on the line, and the third was put into the main line again at the Penge station. The resident engineer of the line did not see that these rails were bent at all, and considers that they ought not to have been taken out. That which had been re-inserted at Penge appeared certainly to be a good and a straight rail. The other two had been subjected to violence, as above explained, before I saw them.

The "Snowdrop," of which I enclose a sketch, is a six-wheeled engine, with cylinders 17 in. in diameter, and a stroke of 22 in.; it was delivered to the London, Chatham, and Dover Company by Messrs. Sharp, Stewart, and Co., of Manchester, in May 1863; and it has since that date run 45,990 miles. The leading wheels are 4 ft., and the driving and trailing wheels, which are coupled together, 6 ft. 6 in. in diameter. The wheel-base is 7 ft. 6 in. between the leading and driving, and 7 ft. between the driving and trailing wheels, making a total of 14 ft. 6 in. The weights upon the wheels on the 7th June 1864, when the

engine was last sent out of the shops after its wheels had been turned up, are stated to have been :—

Left. Tons cwt.		Right. Tons cwt.		Total. Tons cwt.
4	15	4	15	9 10
6	1	6	1	12 2
4	14	4	14	9 8
15	10	15	10	31 0

It was found after the accident that the driving and trailing axles were strained, the wheels on those axles having been rather less than $\frac{1}{8}$ of an inch out of gauge; and that the upper plate of the outer spring over the right driving-wheel was broken; but it was believed that there was no other damage to the material parts of the engine. On further examination, however, I found that the upper plate of the corresponding spring on the left side was also broken, as well as the upper plates of the trailing springs on both sides, and the upper plate of the left leading spring, and none of these fractures presented an appearance of having been recently effected. There remained only the right leading spring and the inside springs over the crank-axle, which had their top plates unfractured. It was this condition of the springs, no doubt, that caused considerable variation in the weights upon the different wheels from those above given when I tried the engine upon the weigh-table, and that caused further variation each time that the engine was taken off the table and placed upon it again.

As the result of this inquiry, I have come to the conclusion that there was no defect in the permanent way which would have caused the engine to leave the rails if it had been in good running order, and that the accident is to be attributed to the fracture of the engine springs, which tended to cause unsteady running, and to increase the liability for the wheels to leave the rails.

I infer from the marks on the wheels, from the marks on the splashers, from the effect on the permanent way, and from the evidence of the engine-driver, that the driving wheels (which have smaller flanges than the other wheels) first dropped off the rails, that they were followed by the trailing wheels, and that the leading wheels left the line just before the engine turned down the slope of the embankment.

These springs were manufactured by Messrs. Cammell and Co. of Sheffield, and had not undergone any examination or test since the engine was new in May 1863. The fractures, which were under the "hoop," were not visible; but it is plain that some system of strict examination is much needed to prevent an engine from being sent out, as in this instance, to run an express train with five of its springs, out of eight, in a defective condition.

I have, &c.

H. W. TYLER,
Capt. R.E.

*The Secretary of the
Railway Department
Board of Trade.*

LONDON AND SOUTH-WESTERN RAILWAY COMPANY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 26th November 1864.*

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you for the careful consideration of the Directors of the London and South-western Railway Company the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred at the Godalming Junction on the 10th ultimo.

The Secretary of the I am, &c.,
London and South-western JAMES BOOTH.
Railway Company.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 26th November 1864.*

In compliance with the instructions contained in your minute of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 10th ultimo at the Godalming Junction on the London and South-western Railway.

The direct line to Portsmouth diverges at this junction from the line to the Old Godalming station; there being a station called *New Godalming* on the Portsmouth line. The signals at and near the junction are of the peculiar pattern which have been in most common use on the South-western Railway. There is a standard signal over the junction box, which, when turned to danger with the semi-disk uppermost, or the red lights on, stops all trains on both lines in both directions. This signal is 300 yards from the centre of the Old Godalming station; and there is a wire-signal worked from the junction towards Old Godalming, at 140 yards from the standard signal, and 160 yards from that station. There are also two

level-crossings of roads on the north of the junction, —the Farncomb level crossing 225 yards from it, at which there is a wire signal worked from the junction, and between which and the junction there is inter-communication by wires and bells,—and the North Bone level crossing, 408 yards further to the northward, at which there is a second wire-signal worked from the Farncomb crossing. There are also two wire-signals towards New Godalming and Portsmouth, to which it is not necessary in the present case particularly to refer.

The 7.0 p.m. train from London for Portsmouth left Waterloo four minutes late, and Guildford 15 minutes late on the day in question, having been detained five minutes at Weybridge in detaching a carriage, and 10 minutes at Woking in consequence of the failure of a valve-spindle on the "Volcano" engine, and the necessity of attaching the "Vesta" to the train in its stead. In approaching the North Bone and Farncomb level-crossing gates north of Godalming Junction, the engine-driver found green lights exhibited from the auxiliary signals; but he reduced his speed because he was aware that a train was due to leave the Old Godalming Station, and to cross the line on which he was travelling at the junction about the time that he would arrive there. He found the junction signal at all right, and was intending to pass it at a speed of about 10 miles an hour when he suddenly saw the train from Old Godalming fouling the junction. He hoped that the signalman would turn him down to Old Godalming, so as to avoid a collision, and he whistled for that purpose as well as for the guard's breaks; but the signalman (who feared to do so) held the points open for the Portsmouth line; and the engine of the Portsmouth train came into collision with a second-class carriage next behind the tender of the Old Godalming train before its speed could be materially reduced. The fireman with the Portsmouth train saw the red light turned on at the standard signal when he was, as he thinks, about 20 yards from it and applied his tender break. The engine-driver

reversed his engine on seeing the lights of the Old Godalming train but did not see the red light on the signal. The guard saw the red light turned on at that signal, and a red light from the hand-lamp of the signalman, when he had gone, as he believed, 15 or 20 yards past the Farncomb level crossing, or in other words, when the train was about 200 yards from the junction; and he heard the engine-driver whistle for the breaks when the red signal was so shown.

The engine of the Portsmouth train was thrown off the rails, one of the cylinder covers and two springs were broken, and the smoke-box end was stove in, but none of the carriages left the rails or were damaged, nor were any passengers in that train injured. The tender of the Old Godalming train was grazed and one axle-box broken, the second-class carriage behind it, which was first struck, was turned over, and the first-class break-carriage next to it had two of its compartments broken in, and was thrown off the rails. Four of the passengers were more or less injured.

This train from the Old Godalming station consisted of an engine and tender, two carriages, a truck, and a break-van. The engine-driver blew his whistle after receiving the usual signal to start from the guard, and proceeded towards the junction. He asserts that he saw a green light from the standard signal at the junction, and a "small glimmering" green light from the wire-signal towards Old Godalming; that he did not see this wire-signal turned to red at all; that he afterwards saw the standard signal turned to red; that he then stopped some 10 or 15 yards past the wire-signal, and well clear of the junction; and that he only proceeded forward afterwards upon being called on by the signalman and beckoned on by his signals.

The fireman corroborates the engine-driver in stating that a small green light was visible from the wire signal, and that they were quite clear of the junction when they were called on by the signalman; but he admits that the standard signal showed a red light when he passed the wire-signal, and that his train did not come to a stand before being called on by the signalman.

The guard noticed, when he was 30 or 40 yards from the above wire-signal, that the lamp in that signal was out, but that the disc was turned to danger, and that the standard signal showed a red light, as well as the hand-lamp of the signalman, until the train came nearly to a stand and the engine had fouled the junction; as well as that the signalman then turned the standard signal to green, showed green from his hand-lamp and called out "come on." He adds that the engine-driver then applied his steam, but the engine appeared to slip, and they could not cross the down line at the junction in time to get out of the way of the down train.

The signalman who was on duty at the junction is an old man. He had been there for five years and nine months, and at the Hampton Court Junction for eight years previously. He takes 16 hours of duty every Monday, 14 hours a day on other week days, and 12 hours on Sundays; and he has leave of absence for one Sunday in every month.

He came on duty at 5.30 a.m. on the Monday in question, and received notice at 8.20 p.m. by two rings on his bell from the gateman at the Farncomb level-crossing of the approach of the Portsmouth train. He took off his signal at the Farncomb gates, and answered the bell with two rings to signify "all right," keeping, as he says, his standard and wire signals at danger towards Old Godalming. He was holding the points over, as was his duty, for the Portsmouth train to pass towards New Godalming, when he saw the train approaching from Old Godal-

ming, and passing his wire signal. He noticed that the lamp in that signal was not alight, and waved a hand-lamp to the engine-driver to stop him. But the engine-driver appeared to take no notice until he had proceeded about half way to the junction from the wire-signal, when he reversed his engine. As he was stopping he appeared (in the dark) to have fouled the junction; and the signalman then thought that the better mode of attempting to avoid a collision was by passing him across in front of the Portsmouth train. He therefore waved him on, shouted to him to "come on," and changed his standard signal and his hand-lamp to green to allow him to pass. He also turned the Farncomb signal and standard signal to danger to stop the Portsmouth train, which he had not seen, his attention having been taken up with the Old Godalming train and his view obstructed (while he was at the points) by the supports of a bridge over the railway on the north of him. If he had then turned the Portsmouth train into the Old Godalming line, he would have prevented the collision that followed, but he was afraid to do so because the entrance to the station was obstructed by empty carriages. He therefore held the points over to the Portsmouth line, and the two trains came into collision with one another as I have above described.

He had lighted the lamp of his wire-signal towards old Godalming at 5.0 p.m. and had seen it alight at 7.20. He was not aware that it had gone out until he saw the 8.20 train passing it and approaching the junction. He had been the more particular about trimming his lamps because they had not burnt well previously. The oil was not good, and he had reported it to the station-master 13 days before, but had not received any better oil up to that time.

This bad oil was no doubt the principal cause of the accident. If the lamp of the wire signal had not gone out, the engine-driver of the 8.20 train would not have proceeded as he did towards the junction. There is so far an excuse for him, but I am unable to credit his statement as to a green flickering light having been displayed from the wire-signal. His own guard saw, as I have stated, that though the lamp was out the disc of that signal was turned to danger. It is a question whether he had actually fouled the junction when he was called on by the signalman. The signalman thought, at all events, as well as the guard, that he had done so, and altered his signals, and caused him to proceed, as the best mode in his judgment of avoiding danger.

It would have been far better, as it turned out, if this old signalman had turned the Portsmouth train towards old Godalming; but he was probably not as fresh as he might have been either in mind or body after having been on duty since 5.30 a.m.—for nearly 15 hours, which is a longer period in my opinion than any man occupying a responsible post, of that description, ought to be allowed to remain on duty.

The general arrangements at this junction are at present of a very inferior description; and I would beg to recommend in conclusion, that an improved stage, with better junction-signals and point-handles, and a locking apparatus, be supplied in place of those now in use, as well as communication by telegraph, both between the junction and the Farncomb level crossing gates on the north, and between the junction and the two Godalming stations, respectively, on the south of it.

I have, &c.,
H. W. TYLER,
Captain R.E.

The Secretary
of the Board of Trade,
&c. &c. &c.

LONDON AND SOUTH-WESTERN RAILWAY COMPANY.

*Board of Trade,
(Railway Department),*

SIR, *Whitehall, 18th November 1864.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and South-Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred at the Putney Station on the 11th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London and South
Western Railway Company.*

*High Elms,
Hampton Court,
10th November 1864.*

SIR,

In compliance with the instructions contained in your minute of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 11th ultimo at the Putney Station of the London and South Western Railway.

This station is $5\frac{1}{4}$ miles from Waterloo, and is approached from the west on a series of curves in a cutting. A retaining wall on the north obstructs the view of an up train at the station platform. The up platform is about 170 yards long, and there is a signal stage on the down side opposite the west end of it, from which two wire signals are worked, one at 113, and the other at 623 yards to the west of it. The line is nearly level.

The 4.15 p.m. passenger train from Reading to London left Reading punctually on that afternoon; stopped, as it was timed to do, at all stations up to Staines, as well as at Twickenham and Richmond; and approached Putney as nearly as possible at its right time—5.37 $\frac{1}{2}$. It consisted of an engine and tender, 3 first-class, and 4 second-class carriages, and a break-van, including 2 carriages which were taken on at Twickenham. The sun had set at 5.11, and it was getting dark. The lamps in the signals above referred to on the west of the station had not been lighted, and the engine driver was unable, he states, to see that the distant-signal was at danger until he arrived within 50 yards of it. He had previously shut his steam off, and "touched" his whistle to attract the guard's attention, at half a mile from Putney. On finding that the distant-signal was at danger, he again whistled for the breaks, and on seeing the tail lights of a train about 400 yards, as he believes, in front of him, he reversed his engine. He had reduced his speed to 5 or 6 miles an hour according to his own account, or 8 or 10 according to that of the guard, when his engine came into collision with a goods train of which the hind van stood 30 yards within the inner (or second) wire signal and 90 yards outside of the west end of the up platform.

The van and 4 waggons of the goods train were more or less broken up. The leading wheels of the passenger engine were thrown off the rails, and the the buffer-beam, one buffer-casing, and the smoke-box door were damaged. The carriages were neither damaged nor thrown off the line. The officers of the Company who were present at my inquiry, were unable to inform me of the number of passengers who had complained of personal injury.

The guard corroborates the statement of the engine driver in saying that he could not see the Putney distant-signal until he was within 40 or 50 yards of it; but a platelayer, who was walking on the line about 150 yards from that signal as the train passed him, asserts that he could see plainly from that distance that it was at danger.

The engine-driver was undoubtedly placed under a great disadvantage by the lamp of the signal not

having been lighted nearly half-an-hour after sunset; and the signal was not a good one as seen from his engine, inasmuch as the roof of a house formed an indifferently different background to it; but he appears to have done his best under the circumstances, and with the amount of break power—only one break-van out of eight vehicles, besides the tender-break—at his disposal. He was timed to stop at the Putney Station; but it was customary for the passenger trains to run on to the east end of the platform, where it was wider; and he would therefore have brought his train to a stand, if there had been nothing in his way, about 250 yards in advance of the point at which he struck the van of the goods train.

That train consisted of an engine and tender, 25 waggons, and two break vans. It had left Windsor at its proper time—2.55, but was about 53 minutes late at Putney, having lost 40 minutes out of that time in shunting and waiting for passenger trains at Richmond. It stopped at Putney Station to unload some iron bars and take up luggage, and four porters were employed besides the guards of the train, under the supervision of the station-master, to expedite these operations. They had been completed (in four or five minutes), and the train was about to proceed when the passenger train arrived.

It is stated that this train is almost always equally late during the winter months, partly because the passenger trains are so numerous, and partly from want of better accommodation at the stations, the principal delays being at Twickenham and Richmond. It was certainly undesirable that it should be allowed to stand in such a position when the passenger train was due. I understand that it is no longer timed to stop at the Putney Station.

The primary cause of this accident appears to have been the want of lighted lamps in the signals west of the station. The signalman had lighted and fixed the lamps in the signals on the east of the station and over the signal stage, and he was in the act of taking his lamps to the signals on the west when the collision occurred. It appears that he waited for the assistant signalman to come from his tea and take his place on the signal stage before going to light his signal lamps, and that he lighted them about 10 minutes earlier on the 11th ultimo than on the previous evening. The lamps in the signals at Mortlake, Twickenham, Richmond, and Barnes, are stated to have been all alight as the train passed those stations. The printed regulations of the Company state that those lamps should be "*lighted at sunset.*"

The secondary causes of the accident were (1) the stopping of the goods train at the west of the passenger platform, and the allowing it to remain there in an awkward situation at a time when a fast passenger train was due to pass to the east end of the platform, (2) the want of a more efficient distant-signal from the Putney Station, and (3) the want of more break power on the train. It is desirable that the distant-signal should be either raised or shifted, which may be done without difficulty, so as to present a better view to an approaching engine-driver, and it is conducive both to the public safety and to economy to have more break power than was supplied in this instance at the tail of every train. A saving of rails and wheel-tyres as well as of time may be effected by a judicious application of continuous breaks; and their advantages in providing against collisions and in ameliorating the effects of any accident to a train while in motion are very great.

I am glad to learn that the Company propose to establish telegraphic communication along their line, so as to enable it to be worked on the block system of telegraph, only one engine or train being admitted upon each length at one time.

I have, &c.,

H. W. TYLER.

Captain R.E.

*The Secretary
of the Board of Trade,
&c. &c. &c.*

MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 13th Oct. 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the [Manchester South Junction and Altrincham] Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 6th August at the Old Trafford Station on the Manchester South Junction and Altrincham Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Manchester South
Junction and Altrin-
cham Railway Com-
pany.*

*Similar letters to Great
Northern; London and
North-Western; and
Manchester, Sheffield
and Lincolnshire Rail-
way Companies.*

SIR,

Huddersfield, 28th Sept. 1864.

IN compliance with the instructions contained in your minute of the 10th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 6th ultimo, at the Old Trafford Station of the Manchester South Junction and Altrincham Railway.

This station is about two miles from the Oxford Road Station at Manchester. There is a curved tunnel 143 yards long on the east of the passenger platform, and a pair of facing points on the down line on the west of that platform. There is no signal at the station for down trains, but there are two wire signals worked from the down platform,—a high semaphore signal on the slope of a cutting 320 yards from the west of the tunnel, and a low disc signal, intended to be seen in foggy weather (when the high signal would not be visible to an engine-driver), at 370 yards from the west of the tunnel. The high signal may be seen over the parapet of an intervening bridge, from Cornbrook, the next station towards Manchester, 812 yards from it, and 1,132 yards from the west of the tunnel, in clear weather. But an engine-driver travelling from Cornbrook to Old Trafford loses sight of even this high signal for 220 yards after leaving Cornbrook.

The view of the line is much obstructed during the whole distance by curves in a cutting, and by bridges over the line, as well as by the tunnel; and an engine-driver may be unable to see a train standing at the station platform until he enters the tunnel. There is a falling gradient of 1 in 132 from Cornbrook to within 40 or 50 yards of the low signal, and the line is level from that point to the west of the tunnel.

The 8.35 a.m. train from the London Road Station, Manchester, and 8.40 from Oxford Road—a joint train of the Great Northern and Manchester, Sheffield, and Lincolnshire Companies—consisting of an engine and tender, five carriages, and a break van, reached Old Trafford about 8.47 on the day in question, and after stopping there for about two minutes was started again for Liverpool. But in passing through the facing points above referred to as being on the west of the down platform, the engine left the rails in

consequence of the points having been out of order, and it thus obstructed both lines.

Shortly afterwards the Liverpool goods train, which followed the above passenger train at 8.45 from London Road, and consisted of an engine and tender, 29 loaded waggons, seven empty waggons, and a break van, drew up at Old Trafford in obedience to the signal, and came to a stand about 70 yards from the tail of the passenger train. This train was also the joint property of the Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies, and the break-van behind it stood 113 yards inside the high signal.

The goods' train was standing in this position for an interval which cannot be exactly ascertained, but which appears to have been at least five or six minutes, when the 8.55 passenger train from Oxford Road, consisting of a tank engine, 11 carriages, and two break vans, came into collision with it about three minutes past 9, at a speed of eight or ten miles an hour.

The buffers of the goods van were broken, two of the waggons were broken up, and a third was damaged. The buffers of the passenger engine also were damaged, and unfortunately 28 of the passengers were more or less injured.

The 8.55 passenger train was a Manchester, South Junction, and Altrincham Company's train, and was therefore the joint property of the London and North-Western and Manchester, Sheffield, and Lincolnshire Companies. It left Oxford Road at 8.56, one minute late, and stopped at Knot Mill, and left that station at 8.59 for Old Trafford, where it was not due to stop regularly, but only if the signals indicated that there were passengers to be picked up. The engine-driver and the guard, seeing from Cornbrook that the high signal was at danger, and supposing that it was so, not on account of an obstruction, but because there were passengers waiting to go forward, prepared to draw up at the station platform. The engine-driver afterwards came in sight of the van of the goods train, about the same time that he saw the low signal. But it was then too late to reduce his speed to a greater extent than 8 or 10 miles an hour, as already described, before the collision occurred. It has been the practice for this and other similar trains to run past the signals at reduced speed when required to stop exceptionally at the platform for passengers; and the engine-driver of the 8.55 train was thus caught, as it were, in a trap. The signals were employed in the same manner to give two essentially different indications, namely, either to give warning of danger, or to speak of passengers. They were thus, though worked together as distant signals, made to do duty at the same time as main signals. The usual main signal had not been supplied on the down platform, because it would not have been visible to an engine-driver until he came out of the tunnel and was close to the station; but it is very desirable that a more distant signal should be supplied for the protection of this station from the direction of Manchester, especially on a falling gradient of 1 in 132, and on a line so much obstructed. The existing high signal might be used as a station signal, and the low signal (or rather a semaphore in its place) might be made to serve as a repeating signal for another semaphore placed 600 yards or so beyond it.

It appears that after the engine of the 8.35 passenger train had left the rails, the attention of the station master at Old Trafford was first taken up with the 8.30 train in the opposite direction from Bowdon. He sent two men to attend to that train, one to work a pair of points about a quarter of a mile from the station, through which it was shunted into a siding

on the west of the station, to bring it round the obstruction to the station platform; and the other to proceed with hand signals towards Bowdon, to protect it from the Warrington express, which was nearly due.

He then telegraphed to the Oxford Road station, "Engine of 8.35 Liverpool train off the line, down line blocked," at 8.55 or 8.56, as he saw the goods train approaching; and he sent a boy through the tunnel to see if the guard of the goods train had gone back to protect it, and to tell him to go back if he should not have done so. The telegram did not, however, reach the Oxford Road station until just after the 8.55 train had left it; and the boy who was sent to the good's guard failed to reach him before the collision occurred.

The guard of the goods train states that he should have gone back to protect his train if he had had time to do so, but that there was not more than a minute, "according to his calculation," between the time when his van came to a stand and the collision. The evidence of other witnesses leaves no doubt that his calculation was very erroneous, and that he might, if he had started at once, have gone back a considerable distance for the protection of his train. At the same time it must be admitted that his train was within the signals of the station; and that he could not at once ascertain whether it would be likely to remain where it was, and whether, therefore, it would be necessary for him to go back for its protection.

The primary cause of the accident was the condition of the facing points at the west end of the Old Trafford platform. There was only one connecting rod to these points, instead of two, which it is always desirable to have. The cotter at one end of that connecting rod was fractured; the two tongues ceased to work together; and the one was shut against while the other was open for the down line, as the engine of

the 8.35 passenger train passed them. The engine was thus necessarily thrown off the line, and it proceeded, before it came to a stand, to a sufficient distance to obstruct both lines of rails.

These points were originally put in for use during the Art Treasures Exhibition held in the neighbourhood some years since, and they had been allowed to remain for convenience in communicating with the sidings. But it will be well now to remove them, and to substitute a cross-over road with *leading* points on the down line in place of them.

Another cause of the accident was the manner, above referred to, in which the signals were worked, and to the way in which the engine-driver and guard of the 8.55 train were deceived as to the indication which they were intended to afford. They cannot, in their present condition, be considered sufficient for the proper protection of the station, and it is desirable, as I have already pointed out, that a more distant signal should be supplied.

Considering that about 100 trains pass through the station daily, and the nature of the approach to it, I should further recommend that this portion of line be worked by telegraph, separate and sufficient wires being supplied for the purpose. There is already a telegraph clerk at Old Trafford, and the trains are telegraphed, when the instruments are at liberty, from Oxford Road to Old Trafford, and forward to Stratford; but when the instruments are engaged with commercial messages, the train messages are not sent; and the trains frequently arrive therefore at Old Trafford without the notice which is intended to announce their approach. Record books should also be kept at the different stations and junctions.

I have, &c.,

*The Secretary of the
Railway Department,
Board of Trade.*

H. W. TYLER,
Captain, R.E.

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 6th December 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, for the careful consideration of the Directors of the Midland Railway Company, the enclosed copy of the report made by Captain Tyler, R.E. the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred at the Water Lane Junction of the Midland Railway on the 4th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Midland Railway
Company.*

SIR,

Leeds, 29th November, 1864.

IN compliance with the instruction contained in your minute of the 7th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 4th instant, between a Midland goods train and a North-eastern passenger train, at the Water Lane Junction of the Midland Railway near Leeds.

This junction forms one angle of a triangle south of the Midland (Wellington) Station at Leeds, the other angles of that triangle being the Leeds Junction and the Whitehall Junction. The distance between these three junctions respectively are as follows:—

Water Lane Junction to Whitehall Junction	368
Water Lane Junction to Leeds Junction	360
Whitehall Junction to Leeds Junction	356

K

And there is another junction, called the Hunslet Lane Junction, 1672 yards to the south-east of the Water Lane Junction, which is itself about 950 yards from the Wellington Station.

There is only *one* semaphore post with two signals on it applying to both lines at the Water Lane Junction, so that when the red light is turned off to the north it may mean that a train may pass through this Junction either from the Leeds Junction or from the Whitehall Junction.

On the day in question, the North-eastern passenger train train 6.10 p.m. from Harrogate, due at Leeds at 7.5, reached the Water Lane Junction about that time. The signalman admitted it; and went forward towards the *up* line points, some 30 yards from his box, through which it was to be backed past the Leeds Junction into the Wellington Station, and held those points open while it passed through them. He obtains a good view while at those points round the curve towards Whitehall, but the view in that direction from his box is obstructed by intervening buildings. He states that he looked towards Whitehall from the points and could not see any train in that direction, but he had observed that a North-eastern train due to pass from Leeds for York was waiting on the *up* line from the Leeds Junction. He therefore went across to his semaphore signal and turned off the red light to allow that (York) train to proceed as soon as the Harrogate train was well clear of the points. He saw the York train start forward after he had so changed his signal and when it had gone, as he judged, 50 yards, and was about 100 yards from his box, he heard the driver sounding his engine whistle. He then perceived that a Midland goods train was advancing at the same time round the curve from Whitehall. He showed the driver a red light from his hand-lamp, but noticed that he was

already doing his best to pull up, and shortly afterwards the engine of the goods train came into collision with the hinder vehicles of the York passenger train.

This York train was composed of an engine and tender, two first-class, two second-class, and two third-class carriages, and two break-vans, one in the middle and the other at the tail of the train. It left the Wellington Station at 7 p.m. and as it approached the Water Lane Junction the engine-driver found the signals at danger. He therefore slackened his speed and brought his train to a stand short of the junction. After waiting for about a minute, while the Harrogate train got clear of the up line, he saw the signalman turn the lamp of his semaphore signal from red to green, and show a white light from his hand-lamp, for him to proceed. It was only after he had started forward in obedience to these signals, and had fouled the junction, that he saw the Midland goods train coming from the direction of Whitehall. He noticed that the driver of that train was endeavouring to pull up, and he turned his steam full on and tried to get through out of its way, but he was unable to avoid the collision that followed.

The hind wheels of the break-van in the middle of the passenger train were knocked off the rails, as well as all the wheels of the three carriages behind it, but the hind van remained on the line. The carriages were grazed and lost their foot-boards and iron steps, but were not otherwise much damaged. The engine and tender of the goods train were thrown off the line, the middle axle of the tender was bent, and a piece was knocked out of the flange of the middle wheel-tyre; one (female) passenger, who either fell or jumped out of one of the carriages, and rolled down the slope of the embankment, was injured.

The Midland goods train consisted of an engine and tender, four loaded and twelve empty waggons, and a break-van. It left the Leeds and Thirsk Junction (about 200 yards beyond the Whitehall Junction), at 2 minutes to 7 o'clock, 8 minutes late, for the Hunslet Lane Yard. The engine-driver saw the Harrogate train in front of him, and followed it through the Whitehall Junction and towards Water Lane. He found the Water Lane signals at danger, and brought his train almost, if not quite to a stand, in consequence. As soon as the Harrogate train was backed clear of the junction, he whistled for the semaphore signal, and seeing the red lamp of that signal immediately turned to green he proceeded forward. He then observed, as the Harrogate train moved back out of the way, that the York train from the Wellington Station was also approaching the junction, and he heard the engine-driver of that train whistling to warn him of the impending danger. He did his best to pull up, but it was then impossible to avoid a collision.

It was dark, and the engine of this train was travelling tender foremost. The buffer-lamp of the engine remained behind it on the buffer plank, and the engine-driver had hung a hand-lamp on the weather board to supply its place, according to the practice commonly pursued on this and other parts of the Midland Railway when shunting operations, even along portions of the main line, are being performed. The regulations provide only, that a white light shall be shown in the direction in which the engine is tra-

velling, and a red light (when the engine is running without a train) in the opposite direction. It would be better that the buffer lamp should itself be shifted (unless a second buffer-lamp were used) whenever an engine travels tender first along the main line. The signalman appears in this case to have overlooked the light of the little hand-lamp, which would have been the only indication to him (in the dark and amongst a great number of other lights of all descriptions,) of the approach of the goods train from Whitehall. If he had seen that goods train, or been made aware of its approach by telegraph or otherwise, he would, no doubt, in obedience to his regulations, have kept his semaphore signal at danger, and waved on the York train with his hand-lamp only.

But there was a possibility even of this latter signal being misunderstood; and the principal cause of the collision was the absence of a second semaphore post (or of extra fixed signals upon the existing post), to enable the signalman to make a separate signal to each of the two engine-drivers, instead of one ambiguous signal which was very naturally understood equally and simultaneously by both of them as an invitation to advance.

This is a defect peculiar to the Midland Railway, which has frequently and for many years been brought under their Lordships' notice as existing at other junctions on that Railway. I am glad to learn that it is at length about to be remedied, by the addition of another semaphore post, with extra arms and lamps, at this and other junctions, and that a raised stage is about to be constructed from which the signalman may obtain a better view, and will be enabled to work his points and signals more conveniently to himself and more safely for the public. I recommend further that a locking apparatus be supplied, such as is used so successfully on other lines, and that improved means of telegraphic communication (which is now only partially provided) be established between the Water Lane Junction and the Whitehall, Leeds, and Hunslet Lane Junctions respectively.

In my report of the 23rd October 1863, upon a collision which occurred between the Water Lane and Hunslet Lane Junctions on the 12th of that month, I took occasion to observe;—"The traffic of the Company at Leeds is very great, and the gradients and curves of the railway are unfavourable, and it is of great importance that the whole of the arrangements at the different junctions should be made as perfect as possible instead of being allowed to remain in their present inferior condition;" and I would, with reference to the present accident, direct attention to Mr. Allport's reply to that report, in which he stated virtually that his Directors declined, on the score of efficiency and successful working, to make any alterations, or even to place the signalman at the Hunslet Lane Junction within sight, while working his points and signals, of the telegraph-instrument which was provided for his guidance; although that collision was consequent upon the want of such an obvious precaution, just as this has been caused principally by the want of proper signals.

I have, &c.

H. W. TYLER,
Captain, R.E.

*The Secretary of the
Board of Trade,
Whitehall.*

MIDLAND GREAT WESTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 8th December 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Midland Great Western Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the

circumstances connected with the accident which occurred to a passenger train near Ballinasloe, on the 29th October last.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Midland Great Western
Railway Company.*

Board of Trade,
(Railway Department),
SIR, Whitehall, 26th November 1864.

IN compliance with the instructions contained in your minute of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 29th ultimo near the Ballinasloe station of the Midland Great Western Railway of Ireland.

The whole train, except the engine, got off the road, two passengers were killed and thirty-four are reported to have been injured, some of them severely.

The parliamentary train left Dublin for Galway at one o'clock on the day in question. It consisted of an engine and tender, a carriage truck, a third-class carriage, two composite carriages, and a six-wheeled guard's van coupled in the order given.

The train left Athlone at 4.50 p.m., being five minutes late, and proceeded all right until it came near the bottom of the incline, about $2\frac{1}{2}$ miles from Ballinasloe, when the tender and all the carriages got off the rails.

The engine and tender separated from the rest of the train, about 108 yards from the spot where the first marks appeared of a part of the train having left the rails. The carriage truck next to the tender was capsized and thrown bottom upwards into the bog. The front drawbar was broken, and the hooks of the side chains were straightened. The third-class carriage, next to the carriage truck, had separated from it and was thrown forward into the bog, where it remained buried up to its buffers. The body of this carriage separated from the frame, and was broken to pieces. Thirty-five passengers were travelling in this carriage; two were killed, and almost all the others were more or less injured.

The composite carriage next to it was uncoupled, and remained standing on its wheels across the down line. The front compartment was broken in, and two passengers in this compartment were injured. The body of this carriage was moved on its frame. The composite was also uncoupled, and brought up standing in the opposite direction across the down line; the front compartment was broken and the steps injured. The guard's van came to a stand with its right wheels between the rails of the down line and its left wheels outside the left rails. It was not injured.

The distance from Athlone to Ballinasloe is $13\frac{3}{4}$ miles. The time allowed for the parliamentary train between these two stations is 35 minutes, including the stoppage for water, &c. at Ballinasloe, which is estimated at five minutes. The rate of travelling of this train on this part of the line would therefore be about $27\frac{1}{2}$ miles per hour.

The line between Athlone and Ballinasloe is made through bog for the greater part of the distance. It is horizontal for the first two miles west of Athlone, and then rises by inclines of 1 in 200, 1 in 100, and 1 in 150, to the summit of the bog, which is about six miles west of Athlone. These inclines have short horizontal lengths of rail between them. The line for the next $2\frac{3}{4}$ miles is nearly horizontal. It then falls with gradients of 1 in 330, 1 in 150, 1 in 684, and 1 in 160, to the place where the accident happened, which is about $2\frac{1}{2}$ miles east of Ballinasloe.

The driver states, that at the time of the accident he was travelling from 30 to 32 miles an hour, but he also states that for the first seven miles out of Athlone he was only travelling about 18 miles an hour, and for the next two miles at the summit about 25 miles an hour. If these statements of speed are calculated it would show that he would have lost at least five minutes of time between Athlone and Ballinasloe.

The guard, who was in the van at the tail of the train, when examined by me, first stated, that he could not say what the speed of the train was just before the accident happened, but that he had often travelled as fast before, and that his van oscillated

violently for four miles before the accident happened, but he did not apply his break as the steam was no shut off by the driver. When recalled the second day he admitted that he had remarked to a foreman of carpenters who was travelling in the van with him, that the driver "was going into it," or words to that effect; meaning that he was driving pretty quick, and that he considered that they were travelling at the rate of 40 miles per hour, that his van oscillated violently for two miles before the accident happened, and that the parcels in his van were tumbling about.

The foreman of carpenters (who is in the employment of the Midland Great Western Railway Company), whose evidence appeared much more to be relied on than that of the guard, considered the speed to have been about 40 miles per hour just before the accident, and said that the oscillation was great for two or three minutes before the accident.

Considering the speed that the driver states that he travelled at, for the first nine miles out of Athlone and the time allowed for the whole distance to Ballinasloe, as also that the train was five minutes late in leaving Athlone, and that steam was kept on all the way down the inclines, I little doubt that the speed, just before the accident, was at the rate of about 40 miles per hour.

The permanent way of the Midland Great Western Railway where the accident happened, consists of a bridge rail weighing 75 lbs. per lineal yard. It is laid on longitudinal sleepers, which are tied transversely with cross sleepers, 9 ft. long, $10'' \times 4\frac{1}{2}''$, placed under the longitudinal sleepers, about 4 ft. 6 in. apart. The rail is fastened with two fang bolts to the joints, and one at each intermediate cross sleeper.

These bolts pass through the longitudinal sleeper to the under side of the cross sleeper, which forms the only tie to keep the line in proper gauge.

This system of cross-tying is one which would not be adopted in the present day, and becomes particularly weak as soon as any decay takes place in the timbers.

Many of the timbers at the scene of the accident had been removed since it occurred, but several defective ones still remained in the road. The line was very badly ballasted, and the drainage, which appeared to have been cleared since the accident was defective.

A good deal of rain had fallen a short time previous to the accident, which, after the unusually dry summer, made the road across the bog soft in many places, but no complaints appear to have been made about it. The great want of ballast and indifferent drainage would certainly cause it to work into holes after rain, and the platelayers had not been there, since the Ballinasloe fair at the beginning of October, but the travelling gauger stated, that he had gauged the line at the place on the Wednesday previous to the accident.

The uneven state of the road no doubt caused the the great oscillation that appears to have been felt in descending the incline towards Ballinasloe, when the speed was considerably increased. The gauge was from $\frac{3}{8}$ to $\frac{1}{2}$ in. wide, which is more than it should be. The cross-tying was bad, and there was no ballast to assist in keeping the sleepers in their places. The consequence was that the oscillation of the engine over an uneven road spread the rails and allowed the right wheels of the tender or carriage truck to drop inside the rails and the left wheels to get on the outside of the left rails, and that all the carriages followed.

The driver states that he perceived his engine oscillate for about three lengths of rail, that he shut off steam, which steadied her, and then he immediately let it on again.

He says that the tender was not off the road when he shut off steam, but that it was immediately after.

It is possible that the act of shutting off steam, together with the violent oscillation of the engine,

may have thrown the light carriage truck, which was behind the tender, off the line; and that when the steam was let on again, the couplings between the tender and carriage truck broke, and that the other carriages, running quickly on the truck (the speed of which would be checked by being off the rails) caused the truck to turn over, pull the third-class carriage after it into the bog, and knocked the other carriages right and left across the road. The jerk which broke the couplings between the tender and carriage truck might pull the tender off the road. The engine and tender ran about 230 yards beyond the place where the carriages remained. The tender was off the road, but remained coupled to the engine, and the engine brought up with her driving wheels off the rails on the left side, but her leading and trailing wheels remained on.

The driving wheels apparently got off at a joint shortly before she came to a stand, in consequence of the side strain of the tender which was running on the ballast.

The engine that drew the train was a six-wheeled passenger engine, with inside cylinders 11 in. diameter and 20 in. stroke. The distance from centres of leading wheels to centres of driving wheels is 7 ft. 6 in., and the same between driving and trailing wheels. The weights on the several pairs of wheels are as follows:

		Tons.	Cwt.
Leading wheels	-	6	8
Driving	-	8	18
Trailing	-	4	13

The wheels were true to gauge when I examined them after the accident, and the only injury I could detect was, that two of the plates of the left leading spring had slight cracks.

The engine was supplied by Mr. Fairbairn soon after the line was opened, and had last been in the workshops on the 6th October 1864.

The permanent way, when examined after the accident, was found to have spread from 1½ in. to 2½ in. Thirteen cross ties and several longitudinal sleepers had been renewed when I visited the spot. Eight lengths of rail were found bent, several had shifted on the longitudinals, and many of the heads of the fastenings had been cut or broken off.

Whether the tender or carriage truck first left the rails, the accident was no doubt caused by too great speed over a road of weak construction as regards the cross ties, and in bad order from defective timbers, a great want of ballast, and deficient drainage.

I would suggest that the Midland Great Western Railway Company of Ireland should adopt some better method of cross tying, and put their line in better order. Till this is done, I would recommend them to reduce the speed of their trains very much.

I have, &c.

F. H. RICH,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

MONMOUTHSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 6th January 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Monmouthshire Railway Company [Great Western Railway Company], the enclosed copy of the report made by Colonel Yoland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 1st ultimo, near Cwmbran, on the Monmouthshire Railway, between a ballast train belonging to the Monmouthshire Railway Company and a Great Western passenger train.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Monmouthshire
Railway Company.
The Secretary of the
Great Western
Railway Company.*

SIR,

Whitehall, 29th December 1864.

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 7th instant, the result of my inquiry into the circumstances which attended the collision that occurred on the 1st instant near Cwmbran, on the Monmouthshire Railway, between a ballast train belonging to the Monmouthshire Railway Company and a Great Western down passenger train, when three persons in the passenger train, three navvies in the employ of the contractor who maintains the Monmouthshire line, and the driver of the passenger train were hurt. One of the navvies had his leg broken, but the other injuries received are represented not to be serious.

The spot at which the collision took place is known as Cwmbran sidings, between Pontnewdd and Cwmbran stations. Cwmbran station is situated about four miles, and Pontnewdd five miles, north of Mill Street

station, Newport, and the distant signals for covering the Cwmbran sidings are worked from a small house nearly three quarters of a mile south of Pontnewdd station. The down distant signal is 780 yards north of this house, and the Cwmbran station down distant signal, worked from Cwmbran station, is about 420 yards north of this house. The post on which the Cwmbran siding down distant signal is placed also serves for the Pontnewdd up distant signal, and the lamp of these two signals is attended to by a lad employed at Pontnewdd station. Hence it follows, that a down train after leaving Pontnewdd station first passes the Cwmbran sidings down distant signal, 512 yards south of Pontnewdd station, next the Cwmbran station down distant signal 359 yards beyond it; and then there is also another signal at Cwmbran station, but there are no station signals at Cwmbran sidings.

On the day on which the collision occurred a down ballast train passed Pontnewdd station, proceeding towards Newport, at 6h. 19m. p.m., having been preceded by a Great Western down goods train at 6h. 10m. The ballast train did not stop, but was shown a caution signal at Pontnewdd station, and it was afterwards brought to a stand in consequence of the signals being against it, and the last truck of the ballast train stood a few yards south of the Cwmbran station down distant signal, the train having run past the Cwmbran sidings down distant signal, which the driver says was standing against him, the lamp showing a pretty good red light. The Cwmbran sidings down distant was at danger to cover the Great Western goods train, which was shunting a part of its train at these sidings.

The Great Western down passenger train, 5h. 50m. p.m., from Pontypool Road station, stopped at Pontnewdd station for the collection of the tickets, and when that had been completed the train left by order of the station master and guard, at 6h. 32m., and in about three minutes it ran into the trucks of the ballast train, which were mostly loaded with old sleepers, with two empty trucks for the men to ride in next to the engine,

and the collision destroyed one and damaged two of them. The accounts are very conflicting as to the state of the two distant signal lamps to which I have referred. The driver and fireman of the passenger train assert that the light in the Cwmbran sidings down distant signal was out, and that they could not see the other one, as it was a bad light, until they were very near to the second distant signal, and the driver also says that when he got abreast of the first distant signal he saw the tail lights on the van of the Great Western goods train, but had no idea that there was a ballast train standing on the same line between the Great Western goods train and his own train, and this part of the statement is probably quite correct, for the tail lamp on the last vehicle of the ballast train might not have been seen at any considerable distance owing to a curve in the line; but he states also, that as he passed the first distant signal, at which time he thinks he was travelling 7 or 8 miles an hour, he sounded both the shrill and sharp whistles, the latter for the guard's break, and his fireman applied the break on the tank engine drawing his train, for the purpose of stopping short of the Great Western goods train, and he only saw the ballast train just before he ran into it at a speed of 5 or 6 miles an hour.

The guard of the passenger train says he went back, 10 or 15 minutes after the collision took place, as far as the first distant signal, and there met the Pontnewdd station master, who went up the ladder and lifted up the cover of the lamp, when he saw a dull light in it, and when the station master came down the light was much better. He also states that he could not see any light as he approached either of the distant signals. The guard's evidence as to meeting the Pontnewdd station master at the first distant signal is corroborated by that of one of the men stationed at Cwmbran sidings, but it is totally denied by the Pontnewdd station master as having taken place at the time named. The account given by the station master is that when he heard the down passenger train whistle after leaving his station, he was in his office, and he immediately went out, and then he says he saw red lights at the two distant signals, at the Cwmbran station signal, and also the tail lights on the Great Western goods train, and that he did not go down to the distant signal until after the 6h. 30m. train from Blaenavon had arrived, near an hour after the collision actually took place. It is impossible to reconcile these contradictory statements as regards the Pontnewdd station master and the guard of the Great Western down passenger train meeting at the Cwmbran sidings down distant signal a short time after the collision took place; but the station master's evidence as to the red light at the distant signal is supported by the independent testimony of persons not in the employ of either of the two railway companies, and I think it likely that the true explanation of the facts concerning these lights is that they were not burning very brightly at the time the Great Western down passenger train passed them—especially as that at the Cwmbran sidings down distant signal was an oil lamp fitted as an

argand burner, but which had no chimney to it, in consequence of the glass having been broken, coupled with the additional fact that this light would be badly seen and difficult to distinguish from Pontnewdd, in consequence of the fires in some forges that would be seen behind it burning very brightly on a dark night.

Assuming, however, that the driver of the passenger train was correct in his statement that there was no light to be seen at the Cwmbran sidings down distant signal, the absence of such a light should have been regarded by him as tantamount to a danger signal, and he should at once have brought his train completely under control, especially as he admits seeing the tail light on the Great Western down goods train as he passed this signal, which light he might have seen, had he kept a good look out, immediately after he left Pontnewdd station, and thus the collision need not have occurred at about 360 yards beyond this first signal.

The collision was evidently occasioned through the neglect of the engine driver of the Great Western down passenger train, which consisted of a tank engine running with the tender end foremost, four carriages, two empty and two loaded, with a guard's van between the empty and the loaded carriages, and if these carriages, or even one half of them, had been fitted with continuous breaks, and the guard had promptly applied them, the collision would have been avoided. Unfortunately, on some lines of railway, the Great Western among the number, engine drivers are permitted to exercise their discretion in passing distant signals without previously bringing their trains to a stand, and the permission to do so is often abused, as in this instance. But this rule is not in force on the Monmouthshire Railway, although it seems to have been acted on by the driver of the ballast train as well as by the driver of the passenger train.

A good deal of traffic is interchanged at the Cwmbran sidings, and, as I have already stated, the down distant signal at night is badly seen from Pontnewdd station, an alteration is therefore required by which trains should be kept waiting at Pontnewdd till the line at Cwmbran sidings is clear—and there can be no difficulty in effecting this with the aid of the electric telegraph. Station signals should also be erected at Cwmbran sidings, so as to do away with the necessity for beckoning trains forward by means of flags or hand lights.

It appears to be the practice to run tank engines tender foremost between Pontypool Road and Newport stations, although there is abundance of time for turning them. Surely this should not be; as the lives of the engine driver and stoker are much more endangered when so running, in case of collisions, which, unfortunately, are not unfrequent on the Great Western Railway, than they would be if the engines were run with the chimney in front.

I have, &c.

W. YOLLAND.

*The Secretary,
Board of Trade,
Whitehall.*

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 4th August 1864.*

SIR,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for careful consideration of the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances con-

nected with the accident which occurred on the 16th ultimo, near the Washington Station, from the down Scotch express train leaving the rails.

I am, &c.

JAMES BOOTH.

*To the Secretary of the
North-eastern Railway
Company.*

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 3rd August, 1864.*

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 18th ultimo, the result of my inquiry into the circumstances which attended the accident that occurred on the 16th ultimo, between Darlington and Newcastle, near Washington Station, on the main line of the North-Eastern Railway, when the whole of the down Scotch express train, with the exception of the engine and tender, got off the rails, and 11 persons are stated to have received injuries, principally consisting of contusions, cuts, or bruises; but it is hoped that no one is very seriously hurt.

It appears that, as the 10 a.m. down Scotch express train, on that day consisting of engine and tender, 10 carriages, and one break van, was passing an occupation level crossing just north of Washington Station the driver and fireman felt the engine drop down in front, and the engine-driver shut off the steam and the fireman put on the tender break—as well as he could; but both driver and fireman had great difficulty in keeping their feet on the foot plate of the engine, and the engine and tender stopped, being still on the rails, about 400 yards north of the occupation level crossing and about 170 yards north of the rest of the train from which it had broken away.

On examination, it was found that the leading axle of the engine had broken in two places, just within the boss of each wheel, and this caused the engine to drop in front. Slight marks of a wheel inside the left rail could be first traced on some of the chairs, the first occurring about 145 yards south of the level crossing. Four yards north of this crossing, a chair inside the left rail had been heavily marked; and the engine-driver states that at this spot he shut off the steam and the fireman applied the tender break. The driver does not recollect whether he endeavoured to reverse his engine, and he does not think he whistled for the guard's break; he had not presence of mind enough to do so. He and the fireman both estimate the rate of speed at which they were travelling when he felt the engine drop at from 25 to 30 miles an hour. The guard names 30 to 35 miles; the rate having been diminished to pass round the sharp curves on each side of the Victoria Bridge over the river Wear, south of Washington Station. The guard's attention was first attracted by a jerk, as if the steam had been suddenly shut off, and, on looking at the front part of the train, he observed that it was enveloped in smoke or black dust, and he supposed the engine had broken down, and he put the break partly on, but before he could get it hard on he was knocked down, and the rattle of the carriages one after the other satisfied him that the carriages were off the rails. This guard was a man of experience in such matters, as he had been off the line three or four times previously, and I believe always with fast trains, and he told me with great satisfaction that in no case had any loss of life occurred in these running off cases.

Eight yards north of the heavily-marked chair inside the left rail the chairs inside both rails were struck and broken for a distance of 36 yards, and 13 yards beyond these broken chairs the centre part of the leading axle was found lying between the rails. Then for about 100 yards the chairs on both sides were more or less broken, and the sleepers marked, and here two carriages were over the embankment on the left-hand side, one lying on its side with the body completely torn off, No. 145, and the other, No. 181, turned upside down and very much shattered. From this point forward for a distance of 70 yards the rails were torn up, and here lies another carriage, No. 29, on its side, over the embankment, west of the line, and beside it a tender wheel broken from the axle; 110 yards further north lies the other tender-wheel with part of the axle attached, and 60

yards beyond are the engine and tender still coupled together and on the rails, the engine wanting the central part of the leading axle, but having the leading wheels off but inside the rails, with the journals of the axles still in the axle-boxes secured to the framing of the engine.

The tender had lost the leading wheels and its leading axle, which had also broken into two parts.

There does not appear to be any doubt whatever that the original cause of the accident was the fracture of the leading axle of the engine, and that when the central part of this axle broke away from the wheels it came violently against the leading axle of the tender and broke it; but it is matter of surmise in what manner the carriages were thrown off the line, and in what way the line was torn up.

It is generally thought that the disengaged leading wheels of the tender got among the wheels of the carriages, and assisted in breaking up the line and throwing the carriages off the rails; but it may have been done by the broken leading axle of the engine.

The position of three of the carriages has already been stated. The first of these, nearest to Washington Station, was a first-class carriage, No. 145, which was down the embankment, and had its body broken away from the frame which was shattered at one end and at one side; this was the leading carriage in the train, and had been coupled to the tender. The wheels of this carriage had received very rough treatment, the flange of one of the pair of wheels was a good deal damaged, and the opposite one slightly. The axle had received a heavy blow in the middle, and was bent. As regards the other pair of wheels, in one of them the flange had had a long piece shaved off and the other flange was notched.

The next carriage in the train, No. 181, second-class, was alongside of No. 145, but further from Washington, it was turned upside down, had the roof crushed in, and the frame of No. 145 was resting against it. The shock of the falling over of these two carriages was greatly lessened by their coming against and breaking the wires and two posts of the telegraph, or the consequences to the passengers would probably have been very much more serious.

The third carriage in the train, No. 29, second-class, was on the side of the embankment (which fortunately was not more than from 6 to 8 feet in height, where the first carriages fell over) and had the body on one side broken in. The first of the remaining carriages in the train stopped nearly abreast of No. 29, and the rest, nearly all coupled together, stood on the line but off the rails, and the guard's van stood some rails' length south of the two carriages which had first been thrown over on their sides. These remaining carriages were but little damaged, some of them not at all, and altogether the passengers in this train, which was about double the length of the usual down Scotch express train, escaped in a marvellous manner, taking into consideration the speed at which the train was travelling at the time the axle broke, the failure of the driver to sound the whistle for the guard's break, and the condition of some of the carriages after the accident.

The engine which was drawing this train was one of the ordinary express engines, built by Robert Stephenson & Co., and delivered in 1849. It is a 6-wheeled single engine, with inside cylinders, the leading and trailing wheels of 3 ft. 10 in. in diameter, and having outside bearings, and the driving wheels of 6 ft. 6 in. in diameter, with inside bearings. The cylinders are 16 in. in diameter, with 20 in. of stroke.

	Ft. in.
The distance between the leading and driving wheels is	7 4 $\frac{3}{4}$
And between the driving and trailing wheels it is	7 1 $\frac{1}{2}$
Total wheel base -	14 6

		Tons.	Cwt.
The weight on the pairs of wheels are—on			
the leading	—	10	0
“ “ “ “	driving	12	2
“ “ “ “	trailing	4	17
Total weight		26	19

This engine and tender had run, up to the time of the accident, 361,485 miles, but the original leading axle was taken out in consequence of its heating in the journals, and a new leading axle was put in in 1857, when the engine had run 198,785 miles.

The new axle which broke on the 16th ultimo was made by Messrs. Hood and Cooper of Leeds of the best Yorkshire iron. It was supplied in 1857, but only commenced running in 1859, and had run up to the time of the accident about 162,700 miles, or about 151,000 miles when the engine was last in the shop for any serious repair in April last.

The diameter of this axle is $5\frac{1}{4}$ in. in the journals which are 10 in. in length, and 6 in. in diameter through the boss of the wheel which is 8 in. thick; while the diameter of the axle at its centre is $5\frac{3}{8}$ in.

An examination of the fractured axle proves that the iron of which it was made was too hard and brittle in its quality for an axle, and that it more resembled the quality of iron that is used for the tires of wheels. The examination also showed, that as regards the fracture at the left wheel, more than $\frac{1}{3}$ of the actual area of the axle had for sometime past ceased to contribute to its strength; that it must have been cracked nearly throughout its its whole circumference, and at one part to the depth of about $1\frac{1}{2}$ in., while the fracture at the right wheel exhibits the same appearance of an old crack, but not to the same depth as that at the left wheel, and the holding power of the axle would not be diminished quite so much as one fourth. It is uncertain on which side the axle first broke, but the indications are in favour of its first breaking next the left wheel. In both instances the cracks do not appear to have extended outside the boss of the wheel. In addition, I should state that the axle appears to have been made of slabs and not of bars of iron, and the welds were not perfect ones, especially at the part next the left wheel.

As already stated the leading axle of the tender had run the same distance as the engine. The diameter of this axle is $4\frac{1}{2}$ in., and there are no flaws or cracks visible in the fracture and the quality of the iron appears to be very good.

I had the portion of the leading axle of the engine broken by the hydraulic press, and it cracked when

it had been bent $1\frac{1}{2}$ in. at the centre, and broke when the bend amounted to $2\frac{1}{2}$ in.

The Locomotive Superintendent of the North-Eastern Railway (Mr. Fletcher) has furnished me with a return showing the number of miles which has been run by 20 engines on their line with one leading axle, and with three exceptions they have all run a much greater number of miles than the leading axle which was on the engine that broke on the 16th ultimo. The greatest mileage of any was on engine No. 324, when it amounted to 409,334 miles, and no less than 14 out of the 20 had run upwards of 300,000 miles.

He informs me that in future whenever a passenger engine requires any serious repair it is to be supplied with a new leading axle, and that he contemplates increasing the size of the axle from 6 to $6\frac{1}{2}$ inches in diameter.

As these failures generally commence within the boss of the wheel, I would suggest for consideration whether it would not be better in all cases when an engine required any serious repair, to take the wheels off the axle and carefully examine it, and not to discard it unless there are symptoms of some defect.

I think it is also deserving of consideration whether it might not be desirable to add a second axle-box inside the wheel, as is now done on some lines of railway, or some kind of hollow collar that would support the end of the axle in the event of its breaking close to the wheel. It is possible that something of the kind might have prevented this accident if the axle had been so supported when it broke.

From the appearance of the fractures, I think it likely that they had already commenced when the engine was last in the shops, but I do not think they could have been discovered without taking the wheels off the axle.

I should add that this down Scotch express train was very insufficiently provided with break power. These can be no reason why breaks should not be applied to some of the wheels of the engine in addition to the break on the tender; but one break-van for 10 carriages is quite inadequate to enable a train that has met with a mishap to be rapidly arrested; and if a sufficient amount of additional break-power had been supplied to this train, and been placed under the control of the engine driver as well as of the guard, as it undoubtedly could have been, it is likely that this serious accident might have been avoided.

I have, &c.

The Secretary of the
Railway Department,
Board of Trade.

W. YOLLAND.

NORTH LONDON RAILWAY.

Board of Trade
(Railway Department),

SIR, Whitehall, 14th September 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be laid before the Directors of the North London Railway Company, the enclosed copy of the Report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 16th ultimo at Camden Town Station from the explosion of the boiler of a locomotive engine.

I am, &c.

T. H. FARRER.

The Secretary of the
North London
Railway Company.

High Elms, Hampton Court,

SIR, 30th August 1864.

IN compliance with the instructions contained in your minute of the 18th instant, I have the honour

to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 16th instant at the Camden Road Station of the North London Railway, from the explosion of the boiler of a locomotive engine.

The passenger trains from Kew and Chalk Farm meet daily at the Camden Road Station, and proceed together to Bow and Fenchurch Street. The 9.5 a.m. train from Kew reached Camden Road at 9.39 (according to the guard), five minutes late, on the day in question, consisting of an engine and six carriages, including a break carriage. The Kew engine ran round to the back of its carriages, and pushed them forward against five other carriages which had previously arrived from Chalk Farm. A porter had coupled the two sets of carriages together; the Kew guard stood, whistle in hand, about 30 feet from the Chalk Farm engine, which was in front of the combined train, looking out for the stationmaster's signal to enable him to start that train; and the engine

driver was waiting for the guard's whistle before opening his regulator, when a loud report was heard. The station and platform were at once enveloped in steam; and it was found after the steam had cleared away, that the engine was no longer on the viaduct on which it had been standing, but had fallen upon its wheels into the road, twenty feet below. It had turned round moreover in the course of its fall, so that its funnel, which was fronting towards the east before the explosion, was afterwards turned towards the west.

The engine driver had acted in that capacity for $2\frac{1}{2}$ years, and had been in the company's service altogether for $4\frac{1}{2}$ years. He came on duty at 5.45 on the morning in question, and left Bow at 6.15 with the engine No. 4. After doing some shunting at Camden Road, he started for Kew with a passenger train at 7.40, reached that station at 8.10, and started again at 8.30 with another train, reaching Camden Road at 9.4. After shunting his train there, he proceeded to Chalk Farm, and leaving that station at 9.32 with the express, he reached Camden Road at 9.34, some seven minutes before the explosion occurred, as already described.

He states that his engine was blowing off steam moderately from both safety valves, at a pressure of 120 lbs. to the square inch; and that he had about $4\frac{1}{2}$ inches of water in his gauge-glass, and therefore 8 or $8\frac{1}{2}$ inches over the top of the fire-box, before the explosion occurred; as well as that his fire-box was tight, and there was no leakage whatever about his engine, which appeared to be in all respects in good working order.

He was standing on the left of the footplate, and was blown away several yards, falling on the platform. He was so much injured that he has not since been able to recommence work. The fireman, who was standing on the right of the footplate, was blown in the opposite direction, and fell in the intermediate space between the two lines of rails. He was seriously injured in the head and dreadfully scalded, and only survived for 12 hours. Fortunately, none of the passengers in the train suffered any injury.

No. 4 is a tank engine, with leading wheels 3' 6", and middle and trailing wheels 5' 3" in diameter, and coupled together. Its wheel-base measures 6' from driving to leading, and 7' 6" from driving to trailing wheels. It weighs about 9 tons on the leading, 11 tons on the driving, and 10 tons on the trailing wheels. The cylinders are 15" in diameter, with a stroke of 22 inches. It is provided with two safety-valves, one on the dome, and the other on the fire-box, each $3\frac{1}{2}$ inches in diameter, and with a Bourdon's pressure gauge, which worked correctly up to 150 lbs. to the square inch when tested with another in my presence after the explosion. The internal heating surface of the fire-box is 71' 4", and of 148 tubes, each 10' 5" long and $1\frac{3}{4}$ " in diameter, 705' 3", making a total of 776' 7".

This engine was supplied to the Company by Messrs. Stotherd, Slaughter, & Co. of Bristol in 1854, and has therefore been working on the railway for about 10 years. It has run altogether during that time 291,508 miles, and of these 60,359 have been performed since its last thorough repair in 1862.

The explosion occurred in the fire-box, and evidently commenced at the angle formed by the upper and rear sides of the left-hand copper plate. That plate was torn off irregularly along its upper, lower, and rear sides, was blown inwards, and was partially bent back against the tube-plate, its front side remaining unbroken. One of the roof stays also, that which was on the left of the roof-plate, and near the junction of the roof-plate with the left side-plate, was turned round and bent downwards with the portion of roof-plate immediately under it. A brick arch which had been in the fire-box was blown downwards, as well as the fire and fire-bars, by the force of the explosion. The violent escape of steam which

occurred in the left of the fire-box caused the engine to turn over partly on its left side, and to strike against the parapet of the viaduct. A deep indentation on the outer shell of the fire-box indicates that it met with more resistance, probably from an iron girder (which lies under the station platform), at that point; and some lesser marks on the barrel, further forward, show where it struck the masonry parapet, which gave way more easily. The front of the engine must therefore have gone first over the side of the viaduct, and it appears also from the marks on it to have come first to the ground. The engine would then have righted itself in falling, and have been found upon its wheels, because the lower portion, containing the framing, wheels, axles, and machinery, is the heaviest. And thus it happened, apparently, that the engine turned end for end within so short a distance and alighted on its wheels.

It met with less damage than might have been expected from such a fall. The funnel was knocked off, the top plate of the right trailing spring was broken, and the left leading spring was damaged, but the axles and wheels and the material parts of the engine appear to be uninjured.

The fire-box, of which a cross section is shown in diagram No. 1, and a longitudinal section in diagram No. 2, measured 3' $6\frac{1}{2}$ " long by 3' wide and 4' 8" high. The copper plate of which it was composed was but little reduced at the part which first gave way from its original thickness of $\frac{3}{8}$ ". At the level of the fire-bars the thinnest part was rather less than $\frac{5}{16}$ ", except at one point where it had evidently been bent and attenuated by the force of the explosion, and where the thickness was $\frac{1}{4}$ ". The copper plate of the fire-box and the iron plate of the outer shell were secured in their proper positions (about $2\frac{3}{4}$ inches apart) by 108 copper stays, each $\frac{3}{4}$ " in diameter and $4\frac{1}{2}$ " apart from centre to centre. Of these stays 19 remained in the copper plate, and the remaining 89 in the iron plate, after the explosion. These 89 stays, which depended mainly upon the screws for their attachment to the copper plate (after the rivet-heads inside the fire-box had been more or less burnt away), were pulled out of that plate, while the 19 which were detached from the iron plate must have been, and evidently were, very defective. Their ends remained in the iron plate, they were fractured close to it, and they appear many of them to have been broken through before the explosion occurred. And, indeed, other stays, which still remained in the iron plate, and had been pulled out of the copper plate, proved upon fracture and examination to have more or less failed in a similar manner. The gradual failure of these stays near the inner surface of the iron plate, arises no doubt from the movements of the iron and copper plates, due to their different rates of expansion (18.4 in copper to 12 in iron) at an equal increase of temperature, and to the higher temperature to which the copper plate is exposed. Of the 19 stays which were thus fractured, 11 were situated (as will be seen by the enclosed diagram, No. 2, in which they are darkly shaded) at the angle of the copper plate above referred to as having first given way, and 4 more were in continuation along the upper side of that plate, one stay only remaining on that side in the iron plate. The other four fractured stays were situated, three along the front side and one near the angle formed by the lower and rear sides of the plate.

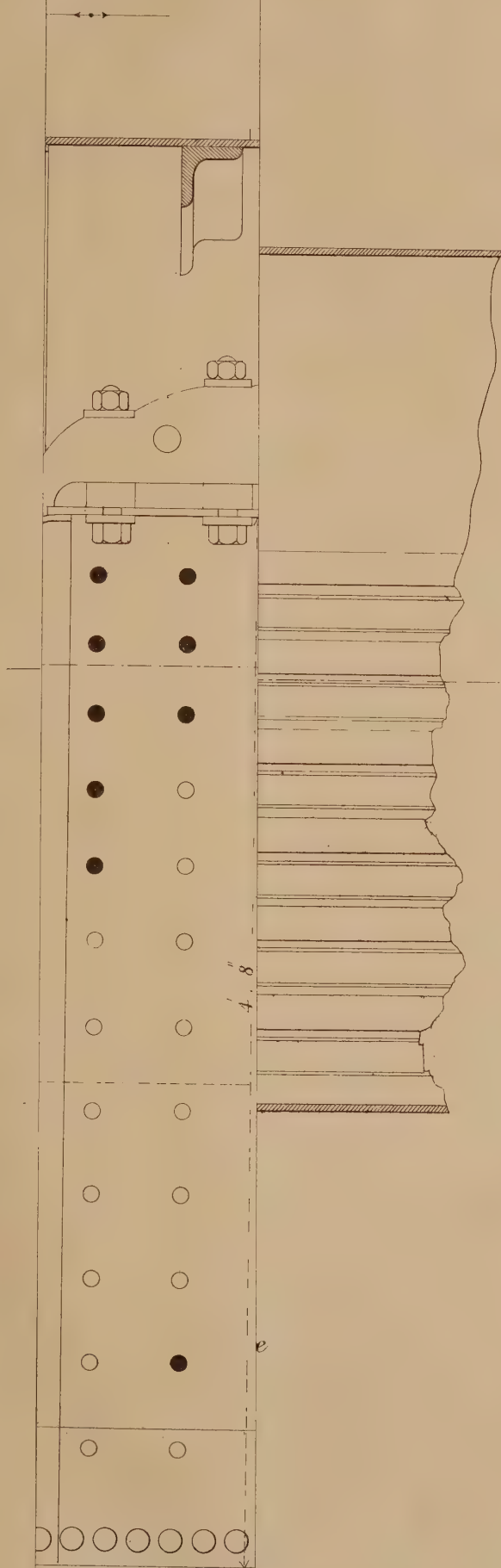
The locomotive superintendent of the Company was good enough, at my request, to cause a portion of the opposite copper plate to be cut away on the right of the fire-box, and I thus discovered that six stays were broken on the right side, in the angle corresponding to that at which the explosion had commenced on the left side.

The copper stays that thus failed had been in the fire-box during the whole life of the engine, and no weakness appears to have been previously observed in the fire-box. The engine came in for its last

NDON RAIL

F N^o 4.

1/2 Inches = 1 Foot.



thorough repair in December 1861, and lay idle till April 1862. It was thoroughly repaired during May, June, and July 1862. Besides numerous other repairs and renewals, a patch was put at that time upon the rear side of the fire-box under the fire-door, which still remains in its place. Some iron stays which are visible in the side plates of the fire-box appear to have been inserted 5 or 6 years ago. The boiler was tested in July 1862, when it was stripped, up to 180lbs. by water and 140lbs. by steam, but has not been tested since that time; and it does not appear that any leakage has since been reported in the fire-box except from tubes.

This engine has exploded, then, in consequence of the failure of certain copper stays on the left of the fire-box, and these stays have been gradually broken through or nearly broken through during the ten years that the engine has been at work. The engine has been working for some time in a critical condition, and for a considerable period with a less margin of strength than ought to be preserved between working pressure and bursting pressure; and it would have gone on working but for the explosion, unless symptoms of leakage or bulging had been observable in the interior of the fire-box.

It becomes important to consider under these circumstances whether this locomotive boiler should not have been subjected to more frequent tests by hydraulic pressure. The locomotive superintendent of the North London Railway does more than the officers of most of the great railway companies in this respect, in testing his boilers whenever they are stripped or brought in for a thorough repair. But still more is evidently required. This explosion shows that many of the copper stays required renewal within a shorter period, and that it is not safe to wait for leakage or perceptible bulging inside the fire-box before renewing them in an old boiler. There is great difficulty in ascertaining the condition of these particular stays, without taking the boiler to pieces.

The space between the fire-box and the outer shell is closed for a number of years, but no weakness is exhibited by these stays, nor can any defects in them be detected by the sound of the hammer until they have been actually fractured, while there may be a great many of them partially fractured without its being known that they are in that condition.

One remedy to which I would refer, as being practicable and likely to prove efficient, is that of using hollow stays, which has been done, I believe, for many years by Mr. Beattie on the London and South-Western Railway. Each stay would then leak and show its weakness when it was partially broken. The only other remedies that I am aware of are more frequent tests by water pressure, and earlier renewal of the stays.

The strain upon each stay at 120 lbs. to the square inch on the boiler would in this case have been 2,430 lbs., and its ultimate strength when new would have been about six times that amount, taking the tenacity of the copper at 36,000 lbs. to the square inch. The total strain upon the side of the fire-box to be resisted by the 96 stays which supported it would have amounted to upwards of 100 tons.

I may add in conclusion, though these defects did not cause the explosion, that I observed extensive symptoms of channeling in the iron plate at the back of the angle at which the explosion commenced; that the rivet heads in the interior of the fire-box were very much burnt or worn away; and that there were no hanging stays in the boiler for connecting the outer shell to the roof stays of the fire-box, such as there ought to be, in my opinion, for additional security, in every locomotive boiler.

I have, &c.

*The Secretary to the
Board of Trade,
Whitehall.*

H. W. TYLER,
Captain R.E.

NORTH STAFFORDSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 17th January 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the North Staffordshire Railway Company [the London and North-Western Railway Company], the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 27th ultimo, at the Congleton junction of the North Staffordshire Railway between a North Staffordshire passenger train and a London and North-Western goods engine and van.

I am, &c.

JAMES BOOTH.

*The Secretary of the
North Staffordshire
Railway Company.*

*The Secretary of the
London and North-Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 10th January 1865.*

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 30th ult., the result of my inquiry into the circumstances which attended a collision that occurred on the 27th ult. between a North Staffordshire passenger train and a London and North-Western goods engine and van, at the Congleton junction of the Biddulph branch,

when four passengers and two servants of the company were injured, but none of them were very seriously injured.

The Congleton junction of the Biddulph branch is situated about 1,220 yards north of the Congleton station, and all trains proceeding from Congleton to the Biddulph branch are stopped at the junction, the engine is then detached and runs ahead, thence backs cross to the other line, and then returns and crosses back again to the down line, so as to get to the other end of the train, to which it is then attached, and the train proceeds by a single line across the up main line to the Biddulph branch. The junction is protected by the usual junction signals, and by distant signals in each direction, that towards Congleton station being placed at a distance of 648 yards from the junction. The main line is on an easy gradient rising from Congleton towards the junction. On this portion of the North Staffordshire Railway the traffic since last April is worked by the assistance of the electric telegraph, on the block system, so that no two trains are permitted by the regulations to be upon the same length or portion of line included between two stations, or between a station and a junction, at the same time. The telegraph instrument at Congleton station is situated close to the level crossing of a public road, which is protected by station and distant signals in each direction; but the Congleton station platforms and the goods yard are situated between this level crossing and the Congleton junction signal box, where the next telegraphic instrument is placed.

On the morning of the 27th ult. there was a very heavy fog, so that objects could not, it is said, be

seen at a greater distance than 30 or 40 yards. A North Staffordshire down passenger train going on to the Biddulph branch left Congleton station for Congleton junction at 10h. 49m. a.m., it was telegraphed forward to the junction "train out" at the same time, and when it got near the junction the signals were whistled off, and the train approached and stopped just after it had passed the junction; the engine was then detached and ran ahead, crossed over to the other line, returned towards the junction, again crossed over, and was about to be coupled on to the other end of the passenger train when it was run into by a London and North-Western engine and van attached to it which was on its way from Rugby to Manchester, and which had been permitted by the signalman to pass Congleton station, although "line clear" had not been given back from the junction to Congleton station for the North Staffordshire down passenger train, which had been signalled out at 10h. 49m. a.m.

It appears that the signalman at the level crossing at Congleton station had expected a North Staffordshire down goods train, which had been due from 8h. 55m. a.m.; but he had not expected the London and North-Western goods train, although it had been due at Congleton station since 5h. 20m. a.m. The approaching train had been telegraphed forward from Mowcop station at 10h. 45m., and it came up to the station at 10h. 54m. All North Staffordshire down trains, both goods and passengers, stop at Congleton station, and the practice had been introduced to allow all these trains to pass the station signal, which seems to have been lowered for the purpose, and to go on to the station platforms or into the goods yard for the completion of their work, when the signalman knows that the station or yard is clear for the trains to pass in, although the all clear signal has not been received back from the junction, but he showed these trains a red flag, and cautioned the drivers not to leave until he gave them permission. On this occasion there was a North Staffordshire mineral train standing in the yard, and its driver came up to the signalman, and asked him what train it was that was whistling, and when the signalman told the guard that it was the North Staffordshire goods train, the other recommended him to let it come inside the signal into the yard, as his own train was not ready, and it had been placed in a siding out of the way, so that the yard was clear for a North Staffordshire goods train to come in. The signalman then lowered his station signal, and the train, which is said to have been nearly brought to a stand still, then proceeded, and when it had approached close to the crossing the signalman saw that it was a London and North-Western down train, and he ran into his box and gave "train out" several times to the junction signalman, although he had not received the signal "train in" from him for the previous down train to the Biddulph branch.

Up to this point there is no very conflicting testimony between the several parties concerned, and it is admitted that if the signalman had not mistaken the train and lowered his station signal, and thus allowed the London and North-Western train to proceed, no collision at Congleton junction could have taken place.

The driver, fireman, and guards of the London and North-Western engine and van all tell nearly the same story as to what preceded the collision. They say that the driver sounded the whistle almost continuously as they passed through Congleton station yard, and when they approached the distant signal they all assert that it was off; also, that after they passed the distant signal the driver whistled again for the junction signal, but it is certain that he was running too fast to pull up if he had found it standing on against him; but the junction signalman asserts that he heard no whistle at all, and that all his signals were placed at danger as soon as the down train for the Biddulph branch stopped at the junction, and his statements are confirmed by a man who had formerly

been employed as a platelayer on the line, who was near the distant signal when the London and North-Western engine passed him as he was walking towards the junction, and he says he saw the distant signal at danger just after the London and North-Western engine had passed it. Immediately after the collision had taken place the junction signalman appears to have been attacked by the London and North-Western servants, who asserted that the signal was off, while the signalman as persistently declared it to have been on. It is quite impossible that I can say which statement is correct, and the whole afterpart of the transaction turns upon it.

The London and North-Western men admit that they were travelling from 10 to 15 miles an hour when the collision took place. Fortunately the two engines came into contact with each other and not the London and North-Western engine with the carriages of the North Staffordshire train or the results would probably have been very serious. Both engines were damaged but not thrown off the line, and some of the passenger carriages were shaken on their frames.

The investigation into this collision has exposed sundry careless, loose, and objectionable practices.

On the one hand it is complained of that the London and North-Western servants had not the North Staffordshire time tables and their books of rules, and that these men were overworked, having on that occasion been employed for upwards of 18 hours. On the other, that the book of rules contains no allusion whatever to the use or mode of working the distant signals, and that they would in consequence have been of little use; that the rule which directs an interval of ten minutes to be preserved between following trains during foggy weather was not at all observed, and that no precautions were taken to supplement the out-of-door signals with detonating signals to warn the driver when he was approaching a signal placed at danger, precautions which are usual on most lines of railway. But the real fact is that the North Staffordshire book of rules requires to be carefully considered and revised.

Again, the North Staffordshire and the London and North-Western railway companies unfortunately adopt a different practice with reference to their signals both at stations and junctions.

On the North Staffordshire all their station and junction signals are directed to be placed at danger, whether there is any danger to be apprehended or not, while all their distant signals are in practice placed at caution and only turned on to danger when an obstruction is known to exist to the progress of an approaching train.

The London and North-Western rules, on the contrary, prescribe that the station and junction and distant signals should show similar and not contradictory signals; and they direct all their junction and junction distant signals to be kept at danger, and only to be taken off for the passage of each train that approaches the junction, while their station and distant signals are never to be placed at danger unless there is a necessity for it by the station being in some way or other obstructed, or to preserve an interval of time between following trains, and this in my opinion is the preferable system to work upon.

It is important that engine drivers should not be constantly shown danger signals when no danger exists; and even at junctions the distant and junction signals for the particular train advancing towards the junction should be taken off as soon as the train is ascertained to be approaching, before they are even whistled for. Now if the Congleton signalman had kept his station signal on against the London and North-Western train until it came up to the level crossing he would have avoided the mistake he made in supposing it to have been a North Staffordshire goods train, the train would have been detained another minute until "line clear" had been received from the junction signalman, and thus the collision would have been avoided.

I should remark that I did not receive any satisfactory explanation why the London and North-Western train was not permitted to leave Rugby at its proper time. It brought no London goods trucks, but only two waggons from Rugby, and, with the aid of the telegraph, the Rugby station-master might have been told to let the men return to Manchester at the appointed time. The long hours in this case were accidental, and the result of sundry delays between London and Rugby, and not a necessary consequence of the system under which the men were employed.

I must also observe that when traffic is directed to be worked by telegraph on the block system, it is of the greatest consequence that it should be strictly and rigidly carried out, as the regulations, of which I enclose a copy, prescribe. The adoption of the block system cannot fail to make an engine driver believe that when he gets the signal to proceed he will find all right up to the next telegraphic station, and the same vigilance is probably not observed in keeping a watchful look-out, and the fact of a station signal being whistled off, as in this instance, is just such a case as to lead the driver to think he had been delayed until the all right signal had been obtained.

The signalman at the level crossing was to blame in allowing the train to proceed instead of actually stopping it and ascertaining to which company it belonged. He made a mistake, and for the purpose of avoiding the consequences of a similar one I would recommend that he be furnished with a down distant signal north of the Congleton station and yard, and that the engines of the London and North-Western railway, while on the North Staffordshire line, should carry some distinguishing head light.

The train signals are given by Tyer's instruments, but a needle instrument or talking telegraph is required in each telegraphic signal box to enable the traffic to be worked to the greatest advantage.

I have, &c.,
W. YOLLAND.

The Secretary,
Board of Trade,
Whitehall.

NORTH STAFFORDSHIRE RAILWAY.

TRAIN SIGNALLING BELLS AND GONGS.

Instructions to be strictly carried out in Signalling all Trains and Engines between

Code for Bells and Gongs.

Down trains or engines	-	Out	-	2 beats on gong.
Down trains or engines	-	In	-	3 beats on gong.
Up trains or engines	-	Out	-	2 beats on bell.
Up trains or engines	-	In	-	3 beats on bell.
Obstruction signal	-	-	-	5 beats.

Inspector's signal for testing instruments	6 beats.
Special code	7 beats.
Acknowledgment of a signal	1 beat.
Acknowledgment of obstruction signal	5 beats.
Acknowledgment of Inspector's signal	6 beats.
Acknowledgment of special code	7 beats.
Signal of 'Line clear' after obstruction has been removed	4 beats.

1. Should the Station to which a signal is sent not reply, it must be repeated until such reply is received.

2. No signal is to be considered complete until the reply has been received.

3. The *Out* signal of all trains and engines is to be given to the station in advance in sufficient time to allow of the danger or obstruction signal being returned before the train or engine has started, if it should be necessary to do so. To ensure this the *Out* signal must be given *One* minute before a train stopping at a station is ready to start, and in the case of passing trains three minutes before the train is due to pass the station, calculated from the time the *Out* signal has been received from the station giving it.

4. The *In* signal is not to be given until the station is actually clear and ready to receive another train on the same line.

5. *Obstruction Code.* In the event of any obstruction happening on the line, the obstruction signal of five distinct beats of the bell or gong is immediately to be given to the station in the rear, and if both lines should be obstructed, to the station in advance also.

6. The station receiving such signal of obstruction, will reply by sounding the bell or gong five times, and immediately stop any approaching train until the cause of obstruction has been ascertained, or until the '*Line Clear*' signal has been received.

N.B.—The Obstruction signal is to be given whenever from unusual circumstances it may become necessary to block the line, and it must also be given to the stations on both sides, previous to commencing any shunting operations across the main lines.

7. *Special Code.* In the event of a signalman observing anything unusual to a train during its passage in front of his signal hut, such as goods falling off, a truck on fire, a broken axle, the coupling chains parted, &c. (and it being very desirable and important to stop such train at the next station) he is to call the attention of the signalman in advance, and notify to him that something is wrong with the approaching train, by sounding his bell or gong seven times. The signalman receiving this special signal, will reply by giving seven beats in return, and immediately show his danger signals, and stop the approaching train.

8. No private signals are to be given between station and station, as in the event of a change of signalmen, such are likely to be misunderstood.

9. The inspector's signal of six beats of the bell or gong is only to be used by that person for testing and examining the instruments, and is to be acknowledged each time by an exact repetition.

10. As soon as the examination of the instrument is completed, one beat will be given by the inspector, which is to be replied to.

11. The instruments are to be kept perfectly free from dust, dirt, grease, &c. and to be cleaned at least once a week.

Stoke, 1st July 1864.

PERCY MORRIS,
General Manager.

SHREWSBURY AND HEREFORD RAILWAY.

Board of Trade,
(Railway Department),
Whitehall, 13th Sept. 1864.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Joint Committee for managing the Shrewsbury and Hereford Railway, the enclosed copy of the report made by Col. Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 27th July last near the Dorrington Station of the Shrewsbury and Hereford Railway.

I am, &c.

The Secretary to the
Shrewsbury and Hereford
Joint Railway Committee.

T. H. FARRER.

Sandown, Isle of Wight,
5th Sept. 1864.

SIR,

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 30th July, the result of my inquiry into the circumstances which attended an up special goods train belonging to the Great Western Railway Company, getting off the line at Leebotwood Station on the Shrewsbury and Hereford Railway on the 27th July, and of the subsequent collision which took place about $\frac{3}{4}$ mile south of Dorrington Station between an up passenger train travelling towards Shrewsbury on the wrong line of rails, and an engine and accident van on the down line of road on its way to Leebotwood Station, when 13 passengers, the

superintendent of the line, and three guards of the train, were hurt, some of them it is feared seriously.

The Shrewsbury and Hereford Railway is leased in perpetuity by the London and North-Western and Great Western Railway Companies, and all passenger trains run on it are joint trains, each company working an equal amount of passenger train mileage; but they are at liberty to work any amount of goods train mileage, which their respective goods traffic may require. The whole of the line is now doubled with the exception of the tunnel at Dinmore, which is still worked as a single line.

The line is managed by a Joint Committee of Directors of the two companies, and their Executive Officer, the Superintendent and Secretary of the joint line, Mr. Patchett, is stationed at Shrewsbury.

The Joint Committee have been engaged in relaying portions of the up line of road, working southwards from Dorrington Station towards Church Stretton, and on the 27th July a gang of men were employed in relaying rails about 260 yards north of Leebotwood Station.

Dorrington Station is situated $6\frac{1}{2}$ miles from Shrewsbury:

Leebotwood $9\frac{1}{2}$ miles from Shrewsbury; and

Church Stretton $12\frac{1}{2}$ miles from Shrewsbury.

Telegraphic communication has been provided for Dorrington and Church Stretton Stations, but not for Leebotwood Station. There are cross-over roads at each of the stations, but the relaying of the up line at Leebotwood was in progress at the cross-over road on the day in question, so that it was not then available for transferring trains from the up to the down line of road, or the converse. The relaying was carried on between the passage of the several trains, taking advantage of the longest intervals of time between the up trains. Leebotwood Station is protected on the south side towards Hereford by a distant signal placed 543 yards from the station signal at Leebotwood, and it can be seen continuously, at a distance of 1,488 yards from the spot where the relaying was going forward. A pointsman's box was placed 1,232 yards from the same spot, towards Hereford, and a man was appointed with the usual hand and fog-signals to protect the relaying operations. This man's signal, if exhibited from the pointsman's box, could have been seen by an approaching train 1,400 yards from the scene of the relaying operations.

It appears, however, that this flagman did not exhibit his flag from the pointsman's box, but according to his own statement to the engineer of the line (Mr. Clarke), at a spot 1,116 yards from where the road was being relaid, and it could be seen by an approaching train 1,353 yards from the place where the road was taken up. Thus the first intimation of danger near Leebotwood Station could be exhibited to the driver of an up train, by the Leebotwood up distant signal, and a short distance further on, by the flagman's red flag, if the flagman was at his post,—and doing his duty.

From Church Stretton northwards to Leebotwood, the line falls the whole of the way; for three quarters of a mile it descends 1 in 215, then for 90 chains it is 1 in 100, which is succeeded by 1 in 163 for 28 chains, and then it is again 1 in 100 to the place where the relaying was going on. According to the driver of No. 9 up special Great Western coal train (which train consisted of engine and tender and 16 ten-ton waggons and 1 guard's break van), as he was approaching Leebotwood Station, when travelling at from 18 to 20 miles an hour, he observed the distant signal standing at danger against him, and he says he whistled for the guard's break, the tender break being on at the time; and when he got alongside of the distant signal, he saw a man with a red flag about half way between the distant and station signals, running towards him, and when he got abreast of the flagman, halfway between the distant and station signals, he ran over and exploded two fog-signals; that he then reversed his engine,

and put the steam on the reverse way, and did all in his power to stop, jumping off the engine and putting ballast on the rails, as soon as he could do so with a fire shovel, but he was not enabled to stop his train until the engine had reached the spot where the relaying was going on, when the engine and two wheels of the tender got off the rails. He states also that he shut off the steam as soon as he got over the crossing north of but close to Church Stretton Station, and did not turn it on again until he had reversed his engine.

The driver's statement is confirmed, as usual, by that of the fireman, except as to the place where he got off the engine to place ballast on the rails. The driver says that he did so after passing Leebotwood Station, while the fireman says it was before they got to the station; the discrepancy is not material. The guard of the goods train says they were not travelling more than 12 miles an hour when they passed the distant signal, and he also supports the driver's statement, as to the place where the flagman was standing, when the fog signals were run over. He also says that he jumped off and put one of the waggon breaks on, and that his own break was in good order, and skidded all the wheels that day.

There is however a great discrepancy in the statements made by the driver, fireman, and guard of this coal train, and the flagman and platelayers employed on the line, as to the spot at which the flagman stood; as to the number of fog signals that were exploded, inasmuch as the flagman says he only put *one* down on the rails; as to the conversation that was carried on between the parties subsequent to the engine getting off the road; and also as to the fact of the driver and fireman having been cautioned by a platelayer, more than a mile higher up the incline than Leebotwood Station. I do not pretend to say which statements are correct, but the bulk and the apparent quality of the evidence is in favour of the platelayers. It is not, however, material (except that in such cases I hold that it should be the duty of the ganger in charge of the party engaged in relaying to place the flagman himself), because it appears to me clear that the coal train was not provided with a sufficient amount of break power to control the weight of the train on a long incline, as there is evidence to prove that only one pair of wheels on the guard's van was actually skidded. Had the engine had breaks fitted to its wheels, or a larger proportion of break power applied elsewhere, it is certain that this train would not have got off the rails, and the collision which followed would have been avoided. The engine of this coal train ran off the rails and blocked the up road about 3.40. p.m. . .

As soon as the up-line was blocked by the coal train, the ganger of the platelayers sent a man back towards Church Stretton Station, to tell the flagman to go back and stop any other up train, and as he was returning to Leebotwood after telling the flagman, he was met by a porter, from that station, who ordered him to go on to Church Stretton Station to acquaint the station master and to stop all up trains.

About the same time the Leebotwood Station master sent a written message (which is not now forthcoming) to the Dorrington station master (Mr. Large), by whom it was received at 4.11, and he immediately wrote a telegraphic message to the same purport, and gave it to the only porter, pointsman, and telegraphic operator at Dorrington, Joseph Price, to send to Shrewsbury.

This telegraphic message (A) was as follows, as received at Shrewsbury:

"From—Large—Dorrington,

"4.15. p.m. To—Patchett—Salop."

"Engine of Spec. G. W. Goods off the line at Leebotwood, please send some assistance."

This message was received at Shrewsbury by the Telegraph Company, and delivered to a boy named Braithwaite, (who was employed for about a week

in Mr. Patchett's office, and then discharged), who signed for it.

This telegram does not appear to have been replied to.—Mr. Patchett was not in his office between 4 and 5 o'clock, and he says he received it after 5 o'clock, but he could not say who gave it to him, or whether it was laid on the table in his office.

In the meantime, the platelayer ordered by the Leebotwood porter to go to Church Stretton reached that place, and communicated with the station master Mr. Buckley about 4.20, who then instructed the pointsman that no up train was to pass his station (Church Stretton) towards Shrewsbury until he returned from Leebotwood, and at 4.52 he sent the following telegram (B) to Shrewsbury :

July 27, 1864.

" From—Buckley—Church Stretton,

" To—Patchett—Salop."

" No. nine up goods off road at Leebotwood, both roads blocked, engine and two waggons off, about forty men at work to clear; we take engine of No. ten to clear road and keep passenger train here till clear; will telegraph her departure.

" Signed JNO. BUCKLEY."

" Delivered to telegraph clerk at 4.50—Forwarded at 4.52.—Message repeated at 5.0."

Mr. Buckley states that a London and North-western goods train No. 10, was then in the station yard at Church Stretton, and he shunted the train clear of the up main line, and went on the engine to the scene of the accident (train off the rails), where he found that the down line of road was clear. He then proceeded on a lorry on the up line of rails to Dorington Station, and saw Mr. Large the station master, and explained to him that the down line was clear to Church Stretton, and proposed to him to work a single line between Dorington and Church Stretton, making himself the pilot-man. Whilst he was at Dorington, the 5.0 p.m. down passenger train from Shrewsbury came into the station, due there at 5.30. Mr. Buckley gave Mr. Large the Dorington station master the following written instructions :

" Dorington Station, July 27, 1864

" Mr. Large, the up line is blocked at Leebotwood. We shall work single line between Church Stretton and your station, myself pilotman. You will not allow any down train to pass your station, unless I am with them.

" Yours truly,

" Mr. Large."

" Signed J. BUCKLEY."

Mr. Buckley also told Joseph Price, the pointsman at Dorington of the arrangement he had made with Mr. Large, and directed him to keep his signals up and not to let anything pass until he saw him (Mr. Buckley) again. Mr. Buckley then got on the 5.0 p.m. down train, told the driver what had been done, and he also went back off the engine to Mr. Large, and impressed on him again that nothing was to be allowed to pass his station down the line; that he would send the 3.10 p.m. up passenger train to Dorington first, the other trains to Church Stretton would follow, and that he (Buckley) would come on the last.

Mr. Buckley says that he left Dorington under the impression that Mr. Large perfectly understood what was about to be done, and he proceeded with the 5.0 p.m. down train on the engine to Church Stretton, telling the station master at Leebotwood that it was intended to work a single line between Church Stretton and Dorington, and when he got to Church Stretton about 6.24, according to the guard of the 5.0 p.m. down train, he arranged for the 3.10 p.m. up passenger train to proceed to Dorington on the down (or wrong) line, having explained to the driver that the single line was to be worked; that he (Buckley) was the pilotman, and that he had left instructions at Dorington that nothing was to pass on the down line until he returned there, and he told the driver to proceed cautiously, and the up train then left the station.

Mr. Buckley further states that after the departure

of this up train, he sent the following telegram (C) to Mr. Patchett at 6.42 p.m.:—

" From—Buckley, Church Stretton,

" To—Patchett, Salop.

" No. 12 left at 6.33 for Salop on single road to Dorington, who have instructions.

(Signed) JNO. BUCKLEY."

" 6.42 received. 6.44 repeated."

Mr. Buckley wrote this message in the office in which the telegraphic instrument is placed, and on which the following telegraphic message (D) from Shrewsbury had been received at 6.29 p.m.:

" From—Patchett, Salop,

" To—Buckley, Church Stretton.

" Do you know when the goods will be clear; reply.

" Delivered 6.25. Repeated 6.29."

Mr. Buckley cannot state whether he had received this telegraphic message (D) before he wrote the telegram (C) at 6.35. But the booking and telegraphic clerk, Mr. Sharp, distinctly states that he showed it to Mr. Buckley immediately he received it.

Having thus detailed what had been done at the scene where the coal train got off the line, and the steps taken at Church Stretton and Dorington for working a single line between those stations (6 miles apart), and for letting the traffic in both directions proceed, terminating with the sending forward of the 3.10 up train on the wrong line of rails, I must now revert to Mr. Patchett's proceedings at Shrewsbury and elsewhere.

The telegram marked B appears to have been signed for by Mr. Patchett. It was received in the telegraph office at 5.0, but the time when it reached Mr. Patchett's hands is not entered, but it seems to have been about 5.15 p.m. Mr. Patchett at first endeavoured to obtain a Great Western engine for the purpose of proceeding to Leebotwood to render assistance, but the Great Western locomotive superintendent being absent, none was available, and he then obtained a London and North-Western engine and an accident van; and at 6.25 p.m. he sent the telegram which I have marked D, but not receiving any reply, about 6.32 p.m., he took the London and North-Western engine and accident van, and proceeded to Dorington and stopped there, as the signals were against this down train. Here at Dorington, he saw the station master, Mr. Large, and inquired from him if the 5.0 p.m. down passenger train had gone forward to Leebotwood, who said, " Yes; all right." After waiting a minute or so, he told the engineman to go on towards Leebotwood, which he did, and about three quarters of a mile from Dorington he perceived the up passenger-train coming in the opposite direction on the same line of rails, and a collision immediately took place at the point where he first saw the approaching train, where the line is on a curve, and where the two trains were not more than 250 yards apart when the drivers came in sight of each other. He says they left Dorington about 6.45 p.m., and the accident happened shortly afterwards.

Thus the London and North-Western engine, travelling on the down road tender foremost with the accident van attached, came into collision with the 3.10 p.m. up passenger train, proceeding in an opposite direction, under an over bridge about 1,474 yards south of Dorington Station; each train was travelling about 18 or 20 miles an hour when they came in sight of each other, and the superintendent of the line, Mr. Patchett, and the drivers and firemen of the two engines and the locomotive superintendent at Shrewsbury, who was on the engine of the 3.10 up train, could do little more than shut off the steam and jump off the engine, before the collision took place. If they had not done so, it is probable that some lives would have been sacrificed, as the wheels of the London and North-Western tender, and the horn plates and springs were swept from the tender, which was raised up on end against the engine, the tank being shattered to pieces, while the engine and tender of

the up train were thrown off the rails, and the greater portion of the working parts of the engine were damaged, as two of the wheels of the other tender got under this engine; the leading axles of the engine and tender were both bent. Some damage was also done to the carriages, but the engines received the greater portion of the shock of the collision.

At 6.55, Mr. Buckley sent the following telegram (marked by me E), to Mr. Patchett.

From—Buckley, Church Stretton,

To—Patchett, Salop.

"Cannot tell when the line will be clear, waggons and tender are on; the engine is still off; men at work; will telegraph again; are working single line to Dorrington.

"Signed J. BUCKLEY."

Finished sending at 7.10; 7.13 repeated.

respecting which Mr. Patchett remarks that it was sent from Church Stretton to him at Shrewsbury; was received after his departure with the engine; and that in the message received at Shrewsbury, the working of the single line was not mentioned. I endeavoured to see the original message that was taken down at Shrewsbury, but although it was searched for, it was not forthcoming.

This telegram (E) has nothing to do with causing the collision, but it is valuable in another respect, as proving that when it becomes necessary to work a portion of double line, for both up and down traffic, when the change is to be made by the intervention of the telegraph, that additional precautions, besides those generally adopted, are absolutely necessary. Before leaving the subject of this telegram E, I should state that I questioned the Church Stretton telegraph clerk, Mr. Sharp, and he says, the whole of the message was repeated back to him from Shrewsbury. But the fact is, that these repeated messages should, in all cases where the lives of the public are endangered by a change in the route of a train, be written down at once in a book kept for the purpose. Records should also be kept at all stations of the times of sending and receiving these messages, together with the times of arrival, passing, or departure of all trains.

Mr. Patchett made the following explanation as to the circumstances connected with this collision:—

"I was not aware either by telegram from Mr. Buckley or from what took place with Mr. Large at Dorrington that arrangements had been made to work a single line between Dorrington and Church Stretton, and from the purport of the message received from Mr. Buckley, I distinctly understood that both lines were blocked and not passable."

And now with respect to the causes which led to this collision, I should state that they may be traced to acts of omission and commission on the part of different individuals.

The Joint Committee have already, either partially or completely, pronounced a judgment on the affair by dismissing Mr. Large, the Dorrington station master, for having failed to show Mr. Patchett the written instructions left with him by Mr. Buckley.

Mr. Large is asked a single question by Mr. Patchett, whether the 5.0 p.m. down train had gone forward, and according to his statement, he replies by a monosyllable "Yes;" and no other conversation whatever passed between them.

Mr. Large admits having omitted to show the written instructions given to him by Mr. Buckley, to Mr. Patchett, but says that he was under the impression that Mr. Patchett was fully aware of all that was going on; and thought he had made some fresh arrangement for going on, and that he left no orders that nothing was to follow him; he says also, that the signals were against this train, and were not taken off for it to pass; that he gave no order for the train to proceed, and that it was part of his duty to do so, if it was proper for the train to go forward at all.

Mr. Patchett also objects, that if Mr. Buckley when at Dorrington station, giving written instructions to

Mr. Large "to stop all down trains," had at that time telegraphed to him at Shrewsbury that they were about to work a single line between Church Stretton and Dorrington, the collision would have been avoided, which is probable; and I pointed out to Mr. Buckley, that if he had replied to telegram D received at 6.29, before he sent telegram C advising the departure of the 3.10 p.m. up passenger train for Shrewsbury, it is possible, but not very likely, that it might have reached Mr. Patchett before he left Shrewsbury at 6.32, without waiting to obtain a reply to that telegram, and it might have altered his intentions.

In saying this, I think it right to observe, that the steps taken by Mr. Buckley towards working the single line, were proper and judicious, and indicated more energy than I have been able to discover in any other individual concerned, although, according to the strict letter of the printed rules, he may not, as remarked by Mr. Patchett, have been the station master who should thus have acted.

But although it is necessary, the event having occurred, to point out the errors and omissions of the station masters, one cannot shut one's eyes to the mistakes which have been committed by the superintendent, or the responsibility which must rest on him or on the management of the Joint Committee of the two railway companies. Thus a telegram, marked A, from Mr. Large, reporting the running off at Leebotwood is received at Shrewsbury at 4.15. It is quite impossible that Mr. Patchett should always be at the station, and he was not there between 4 and 5 o'clock, and no person to act in his place appears to have been there either, and this telegram is signed for by a boy who was employed for a week in Mr. Patchett's office, and not by a responsible person, capable of carrying on Mr. Patchett's duties in his absence.

No explanation is given how this happened, and I do not know whether the blame rests with the Joint Committee or with Mr. Patchett, or with an assistant superintendent, if there be one. A valuable hour is thus lost, as Mr. Patchett's deputy might have proceeded by the 5 p.m. down train to Dorrington, where he would have met Mr. Buckley, and could have approved or altered the arrangements he had made for safely working the single line and avoiding delay to the public, but no reply is made to that telegram at all.

About two hours after the receipt at Shrewsbury of telegram A, Mr. Patchett writes his first telegram and enquires of Mr. Buckley when the road will be clear? This message is repeated back to Shrewsbury at 6.29, and Mr. Patchett does not wait for a reply beyond three or six minutes, it is not clear which it is, or repeats his inquiry and press for an answer, but proceeds to Dorrington. Here he finds the signals against him on the down line; a red flag is shown to the driver by the pointsman, Joseph Price, who is at the points waiting to turn the expected up train, by the cross-over road, from the wrong or down line of way on to its proper up road, and who remains at the points, expecting the engine and accident van will push back and get out of the way to allow the expected up train to pass, and there he meets the station master, Mr. Large, who had first reported to him the run off, and stated that assistance was required, asks him a single question, but not how long the 5 p.m. train had been gone, and does not inquire what has been done between 3.40 and 6.45, or what arrangements have been made by any person respecting the traffic, and he bids the driver go on in defiance of the danger signals, barring the down road against him, while the up signals are off for the arrival of an expected up train. True, Mr. Patchett did not know what had happened in the interval, but he might, and, in my opinion, undoubtedly should, have inquired. It seems clear to me that if Mr. Patchett had not been on the engine no driver would have ventured to proceed, without orders and without making inquiry, in defiance of these signals, and no

collision would have taken place. Besides, the working of no line of railway should be taken out of the hands of the ordinary servants of a company without the full knowledge of all the circumstances, as far as could be ascertained by careful inquiries at the time. It is quite true that Mr. Large failed to perform his duty in not having obeyed Mr. Buckley's instructions, and in not having made them known to Mr. Patchett without any inquiry from the latter; but Mr. Large's error will not excuse Mr. Patchett's want of judgment and prudence.

I must now remark on another matter connected with the working of the traffic on the Shrewsbury and Hereford Railway. Before the Shrewsbury and Hereford line came into the possession of the two great railway companies the traffic was worked under the block system by the aid of the electric telegraph, both for the double as well as the single portions of the line. The Joint Committee altered these arrangements shortly after they came into the management by doing away with the block system, as regards the portions of the line that had been doubled, but some two months before this collision took place they came to a determination to work the inclines on each side of Church Stretton again under the block system, but unfortunately this determination had not been carried into effect, or this collision might have been avoided. In this case there is really no excuse for such utter disregard of the public safety. Here is a line leased in perpetuity at the rate of 6 per cent. per annum to two great railway

companies, and which line it is admitted more than earns the 6 per cent. which the two companies have to pay between them. Immediately it passes under the management of the Joint Committee it is deprived of what it had been in possession of, viz., the most effectual means for preventing a collision between following trains, the working by telegraph under the block system, in order to effect some insignificant saving, which in all probability will be more than swallowed up by the expenses attendant on this single collision. Nothing seems to carry conviction to the minds of some having the management of railway traffic that their system of working is dangerous and unsafe for the public, except a heavy calamity entailing great loss of life and injuries to a large number of persons, and proportionate heavy compensation to individuals, and these do not always prove sufficient to cause a change to be made, and it is very doubtful whether anything but an alteration of the law will suffice. A very large per-centage of the officers conducting railway traffic advocate the introduction of the block system where the traffic is large, but they have not sufficient influence to overcome the economical ideas of the managing bodies.

I have the honour to be, Sir,
Your obedient servant,
W. YOLLAND,

*The Secretary to the
Board of Trade,
Whitehall.*

SOUTH DEVON RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 18th January 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South Devon Railway Company, the enclosed copy of the report made by Colonel Yolland, the Officer appointed by their Lords to inquire into the circumstances connected with the collision which occurred on the 25th ultimo, between a passenger train and a goods train at the Kingsbridge Road Station of the South Devon Railway.

I am, &c.

*The Secretary of the
South Devon
Railway Company.*

JAMES BOOTH.

SIR,

*Stoke near Devon,
14th January, 1865.*

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 4th instant, the result of my inquiry into the circumstances which attended the collision that occurred on the 25th ultimo between an up goods train and a down mail train at the Kingsbridge Road Station of the South Devon Railway, when two of the passengers were slightly injured.

On the morning of the 25th ultimo, the down mail train was very late, so that it was at Totnes Station somewhere about the same time as the 5.0 a.m. up goods train was at Ivy Bridge. At 6.9 a.m. the telegraph operator at Totnes asked if the line was clear up to Kingsbridge Road Station for the 3.20 a.m. down mail train, and at 6.20 a.m. the telegraph operator at Ivy Bridge asked the same question for the 5.0 a.m. up goods train to Kingsbridge Road Station.

The 5.0 a.m. up goods train reached Kingsbridge Road Station at 6.37. and the porter in charge of the station then asked Ivy Bridge by telegraph if the line was clear for the 3.20 a.m. down mail train, and was answered that the line was clear, and the porter then walked down towards the points at the west end of the passing place, the line being single thence to Ivy

Bridge Station, and shifted those points for the down mail train to pass as soon as the up goods train had passed over them into the up line or the northmost of the two lines extending through the station yard; and as he returned eastward, he saw that three trucks at the tail of the up goods train stood foul of the southmost or down line, and he then ran forward to the driver of the up goods train and told him to draw ahead so as to clear the trucks from the down line, but before he had time to draw ahead, the down train arrived and passed along the down line at from 7 to 10 miles an hour, and immediately afterwards came into collision with the trucks at the tail of the goods train. The collision occurred at 6.40 a.m. The porter states that there was a red light on at the down station signal, and that it was burning well and showing a good light. There is said to have been a sharp frost and a little fog, and the morning was very dark.

The driver of the 3.20 a.m. down mail train, which consisted of four carriages and one post office van, states that he left Totnes, nine miles from Kingsbridge Road Station, at 6.17, and as he approached the Kingsbridge Road Station he could not see the down signal at all, although in clear weather it can be seen a long distance, and that it was so dark that he could not see the cross bar; that they were in the habit of receiving a signal from the hand lamp of the porter, but on this morning he did not get any such signal, and in consequence he then did his best to pull up, but could not succeed in doing so until he struck the trucks at the tail of the goods train, and that he does not think he was running more than four miles an hour when the collision took place. The engine was not thrown off the rails, but two second-class carriages near to it were knocked off the rails; one had a compartment pushed out at the opposite side, and a passenger dropped from his seat on to the ground. The other carriage was little damaged. Two goods trucks were thrown off the rails, but the guard's van at the tail of the train remained on, and these were not much damaged. The collision was occasioned by the driver not taking measures for stopping the down mail train immediately he came to the place where the down distant signal is situated.

Even supposing that he could not see the signal at a greater distance, the absence of any signal light is, according to the instructions, to be regarded as a danger signal, and should in this instance have been so treated, but it appears the driver delayed too long, in expectation of seeing the light from the hand lamp of the porter.

The down signal is about 400 yards from the point at which the collision took place. This signal is placed too close to the station, and if the ground will not admit of the down signal being seen at a greater distance from the station, another signal should be

placed outside it to which the present signal would act as a repeating signal. The northmost or up line requires to be lengthened to contain the longest goods train that can travel along this portion of the line, so as to allow the engine to stop at the water crane, while the last vehicle will stand quite clear of the down line.

I have, &c.

W. YOLLAND.

*The Secretary,
Board of Trade,
Whitehall.*

SOUTH-EASTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 27th Sept. 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the South-eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred at the Margate station of the South-eastern Railway on the 1st ultimo.

I am, &c.

T. H. FARRER.

*The Secretary of the
South-eastern
Railway Company.*

*Melrose,
21st Sept. 1864.*

SIR,

IN compliance with the instructions contained in your minute of the 2nd ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 1st ultimo, at the Margate station of the South-eastern Railway.

This station is approached for 3,014 yards on a falling gradient of 1 in 80, which terminates at 260 yards from the further (north) end of the passenger shed; the line being level for the latter distance, which includes 158 yards of passenger platforms. The shed is 68 yards long, and the platforms extend along both sides, and at the end of it; the end platform and buffer-stop occupying together about 7 yards. There are two lines of rails between the platforms, a goods shed and goods sidings on the east of them, and some spare ground on the west. The signal-box to protect the entrance to the station is about 30 yards from the platforms and 70 yards from the bottom of the incline, on each side of which there are other sidings for empty carriages.

A passenger train left Ramsgate for Margate at 1.58, 28 minutes late, on the day in question, consisting of an engine and tender, eight carriages, three vans, and a horsebox. The engine-driver and fireman believed that there were two guards, each working a break-van, behind them; but this was not the case, as I shall presently explain. The driver shut his steam off about 200 yards, according to the fireman, after passing the summit of the incline, having come at slow speed up a gradient of 1 in 100 from Ramsgate. They applied the tender break at $1\frac{1}{4}$ or $1\frac{1}{2}$ miles from Margate, and whistled for the guard's breaks at the same time; and they whistled for the guards several times afterwards. They reversed the engine, and put steam on against it at a quarter of or half a mile from Margate; but they failed to stop the train, which dashed into the station at considerable speed, and came into collision with three carriages that were standing on the arrival line under the shed, ready to be despatched to Deal.

These three carriages were broken to pieces, and unfortunately eight passengers who had taken their seats in them were all more or less seriously injured. One of them, the wife of a stonemason, has died of the injuries which she received. The passengers in the train from Ramsgate were comparatively uninjured.

The engine-driver, Cook, appears to have been a steady man; and, indeed, the only fault that is stated to have been previously found with him was, that he was too slow in shunting and on the road with goods trains. In consequence of the complaints of the guards to this effect, he was taken off his engine and reduced to be a fireman about 12 months since, and he had only been re-appointed as driver for about three weeks when the accident occurred. He had driven constantly between Ramsgate and Margate for those three weeks; and had previously been running over the line at different times as fireman or driver for 10 years. He was evidently misled on this occasion by the want of a second guard.

On Thursday the 28th of July, four days before this collision (which happened, as will be remembered, on Monday the 1st of August), the traffic became heavier, and three extra carriages, brought down to Ashford by a previous train, were attached to the train in question (12.20 from Ashford); and the Margate train was sent via Ramsgate instead of branching off at the Saint Lawrence Junction (about $3\frac{1}{2}$ miles from Margate), and travelling round the loop from that junction direct to the Margate station. An extra guard attached to Ashford, and who is employed on general duties, such as porter, or in washing carriages, or in coupling up the trains at that station, was therefore sent with the train towards Ramsgate and Margate, to work an extra break, on the Thursday and following days. He had been at Margate two or three times during the present summer, as well as during the previous summer, and less than 12 times in three years. But he states that he was well acquainted with the incline leading down to that station. He went forward to Margate from Ramsgate on the Thursday referred to; he was sent back to Ashford from Ramsgate without going to Margate on the next day, Friday, by the Ramsgate station inspector, William Darby; and he went forward to Margate on the Saturday, only because he was too late for the 1.45 train from Ramsgate to Ashford. On the Thursday, he was going to ask the inspector at Ramsgate whether he should proceed to Margate with the train, when he was told by one of the porters (in obedience to the inspector's instructions) that he should do so; on the Friday, he was sent back to Ashford by Darby as above stated; and on the Saturday Darby said to him (according to his own account) as he got out of his van at Ramsgate, "Where did you get to up at the loop (meaning 'Saint Lawrence'), I meant to send you back (to Ashford) by that train." This is partly denied by Darby, who asserts that he wanted to send Marshall

back from Ramsgate and not from Saint Lawrence on the Saturday, and that he so informed him. But the fact that the 1.45 train had left Ramsgate for Ashford before Marshall's train reached Ramsgate, and that they passed one another at Saint Lawrence, confirms Marshall's statement.

It was under the above circumstances, as Marshall alleges, that he asked Darby at Saint Lawrence on the Monday, whether he might return by the train then about to leave for Ashford, and received the reply, "Yes, yes, you may." He returned to Ashford, accordingly, and assisted as porter to the trains at that station.

Darby, on the other hand, denies having spoken to Marshall at all at St. Lawrence, though he saw him on the platform. "He supposed," he says, "that he had been down with a Margate excursion train, and was returning as a passenger." Darby, however, followed the train to Ramsgate on a pilot engine, and afterwards started it from that station for Margate with only one guard; supposing, as he says, that there was a second guard in the front break, because the guard in the hind break told him that his "mate" had the way-bill of a horse-box which was on the train.

Darby brings forward a lad who had acted as lampman at Ramsgate station for about nine months, to confirm his testimony. This lad accompanied him from Ramsgate to St. Lawrence, and unhooked the engine from the carriages of the up-train. He saw Darby and Marshall standing within three yards of each other on the platform, and asserts confidently that they did not speak to each other, and could not have done so without his having been aware of it. But I can come to no other conclusion, after hearing the statements of both parties, than that Marshall left his train and returned to Ashford from St. Lawrence with Darby's permission on the day in question.

The absence of Marshall (or of some other second guard) from the train must be considered to be the primary cause of the inability of the engine-driver to stop his train at the platform, and of the collision; and I must add that I do not consider even two breaks out of 12 vehicles (besides the tender break) to be a sufficient proportion of break power for passenger trains descending such an incline. I would take the opportunity of strongly recommending the company to employ continuous breaks on their carriages as well as on their break vans. They would thus, under proper management, effect an important saving in blocks, tyres, and rails, besides avoiding

much risk to the public on this incline as well as on other parts of their line.

But it will have been observed that the passengers who suffered so severely from the effects of this collision were sitting at the station in carriages about to start for Deal; and I find that eight trains a day are commonly started from the arrival line of the station instead of from the departure line. It appears that the six evening trains after 8 p.m. are all started from the arrival line, because the departure line is kept full, after that hour, of carriages ready to start in the morning; that the 6.50 p.m. train for London is loaded on the arrival side, because the departure side is occupied at the same time by the 6.55 train for Ramsgate; and that the 1.50 train for Deal, to which the present accident occurred, is loaded on the arrival side, because the departure side is occupied until 1.40 by the train which leaves at that hour for London, and because there is no engine available at the station after its departure to transfer the carriages from the arrival to the departure side.

The practice of thus loading passenger carriages on the arrival line in the way of an incoming train is objectionable, and especially as in the present case at the foot of a steep incline; and the officers of the Company were, when I was on the spot, considering the expediency of constructing a second line expressly for departure. They proposed, as the most economical mode of attaining their object, to lay down a line for that purpose in the spare ground above referred to on the west of the existing passenger shed. But this arrangement would, as I pointed out, be open to the serious objection, that all trains starting from the new departure line would cross the arrival line at the foot of the incline, and that therefore the evil which it is desired to remedy would still exist in a somewhat different form. It would be far better to construct a new arrival line on the west of the existing shed, and to use the two lines under that shed for departure. The outgoing trains would then proceed from both departure lines at once to their proper line of rails after leaving the shed, without in any way interfering with the arrival line, and without risk from any incoming train that might from any cause be unable to stop in obedience to signals in descending the incline.

I have, &c.

H. W. TYLER,
Capt. R.E.

*The Secretary
Board of Trade,
Whitehall.*

SOUTH-EASTERN RAILWAY.

(Extract.)

*Board of Trade
(Railway Department),
Whitehall, 14th January 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South-eastern Railway Company, the enclosed copy of the report, dated 13th instant, made by Captain Tyler, R.E., the officer appointed by their Lordships to enquire into the circumstances connected with the collision that occurred in the Blackheath tunnel on the 16th ultimo, and which was this day received by their Lordships.

* * * * *

*The Secretary of the
South-eastern
Railway Company.*

I am, &c.
JAMES BOOTH.

SIR, *No. 1, Whitehall, 13th January 1865.*

In compliance with the instructions contained in your minute of the 17th ultimo, I have the honour to report, for the information of the Lords of the

Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 16th ultimo near the Blackheath Station of the South-eastern Railway.

The Blackheath and Charlton Stations are rather less than two miles apart. Between them, at 600 yards from Blackheath, and about 1,000 yards from Charlton, there is a tunnel 1,720 yards long. Near the Charlton end of the tunnel, and a mile and a third from Blackheath, there is a signal box for the protection of the Angerstein Junction, where a branch from a wharf joins the main line. Between Blackheath and Charlton, as well as on other portions of the North Kent Railway, the traffic is worked by telegraph on the system of Mr. Tyer. The dials of the instruments are provided with separate needles in connection with a gong and a bell for the up and down lines; and the needles are blocked over either to *line clear*, or to *train on line*, according to circumstances, the signalman at Blackheath blocking over the up-line needles to *train on line* when he learns, by two beats on his bell, that a train is approaching him from Charlton for London Bridge, and keeping them so

blocked over until that train has passed him. When the up-line needles have been blocked over in this manner their position can only be reversed from Blackheath; and the Blackheath signalman has therefore the power of keeping up, as it were, a danger signal in the Charlton box until the train announced to him has passed him. It is further his duty to do so under all circumstances, and thus to prevent any engine or train from passing Charlton until the previous engine or train has passed Blackheath.

The intermediate junction-box at Angerstein is used during the day and part of the night, as a repeating or transmitting telegraph station only, for through trains, and is there placed to give the signalman the necessary opportunity of blocking the main lines when they are liable to be interfered with by the wharf traffic, and of notifying when the branch trains are clear of the main lines.

On the afternoon in question a ballast train which had left the Bricklayers Arms Station in the morning for Erith and Dartford reached Charlton on the return journey at 4.2 p.m., consisting of an engine and tender, 23 loaded trucks, and two vans. It was stopped by the signalman at Charlton, and delayed by him for 12 minutes, because he had at 3.59 received the signal *block all up* from Angerstein, to allow a coal train to get from the wharf branch to the main line and proceed to Blackheath. At 4.13 the *all clear* signal for the coal train was received at Charlton through Angerstein from Blackheath, and at 4.14 the ballast train was sent forward from Charlton. The Charlton signalman gave *line clear* to Woolwich Dockyard (when the ballast train had left him) at 4.15, which was acknowledged, and he received notice immediately afterwards of the 2.40 Maidstone passenger train from Woolwich Dockyard. This passenger train reached him at 4.20, and he detained it until 4.32, when he received *line clear* to indicate that the ballast train had passed Blackheath. He therefore signalled the passenger train forward immediately to Angerstein, and on his needle being turned over to *train on line* from Angerstein in the usual way he gave the driver permission to start, and at 4.33 he gave *line clear* to Woolwich Dockyard, which was duly acknowledged.

The passenger train was thus properly started from Charlton as far as the signals made from and received at Charlton were concerned. The Charlton signalman sent no signal between 4.20 and 4.32, while it was waiting, about its detention. And he only allowed it to start after having been distinctly informed that the ballast train had passed Blackheath. But the station master at Charlton had taken upon himself, after the passenger train had been kept waiting for 11 minutes, to send a telegraph message to Blackheath on his speaking instrument, "train waiting," without the knowledge of the signalman. He received no reply to this message on his speaking instrument, but the signalman received *line clear*, as already stated, (by one beat of his gong and his needle to *line clear*), on his train instrument, through Angerstein; and the reply to the Charlton message thus came as if it had been a spontaneous act of the Blackheath signalman properly given after the ballast train had passed him and gone forward towards London, instead of being, as it really was, a reply to the station master's message, given under circumstances which I shall presently describe.

In approaching Charlton from Woolwich Dockyard the line falls on a gradient of 1 in 973; and from Charlton to the Blackheath tunnel, and partly through it, there is a rising gradient of 1 in 168 rather more than a mile and a quarter long. This again is succeeded by a steeper rising gradient of 1 in 132, 513 yards long, which extends to the west end of the tunnel. The ballast train was a heavy one, weighing altogether, without the engine and tender, about 200 tons. The engine had six wheels, all coupled, 4 feet 9 inches in diameter; its cylinders were 16 inches in diameter, with a 24-inch stroke; and it weighed 27½ tons in steam. It would probably have gone through the tunnel without stopping if it had not been delayed

at Charlton. But in starting from a state of rest at that station up a rising gradient of 168, it failed to acquire sufficient speed to carry the train through. The engine-driver states that he entered the tunnel at a speed of from 8 to 12 miles an hour, and that he got on pretty well until he had gone half way through it. The engine then began to slip, and the speed was gradually reduced, until, in passing from this gradient (of 1 in 168) to the gradient of 1 in 132 before referred to, in a wet part of the tunnel, the train was at length brought to a stand. The engine appears to have been in good order, and well supplied with sand; and the fireman was applying sand to the rails before he entered the tunnel, and afterwards ballast through part of the tunnel, until the train stopped.

The passenger train consisted of an engine and tender and 15 vehicles, of which two were break carriages, and one was a break van. The engine driver appears to have travelled in due course and at moderate speed until he came without any previous notice into collision with the tail of the ballast train, about 300 yards from the west end of the tunnel.

The second-class break carriage, which was the last vehicle in the ballast train, was completely destroyed, and five out of seven platelayers who were riding in it were killed on the spot. The others were seriously injured, as well as the breaksman who was in the act of getting out of the carriage when the collision occurred. The ballast waggons in front of this carriage were not so much damaged as might have been expected.

The passenger engine, after no doubt mounting the second-class carriage above referred to, was thrown over on its right side, as well as the tender, on the down line. Its funnel was knocked off, and the safety-valves from the dome and the fire-box. The smoke-box door was stove in, the buffer plank broken, the cross-plate for supporting the motion-bars bent back, the crank-axle bent, the reversing gear broken, &c. &c. The side of the tender was damaged, and the break apparatus broken. Three of the passenger carriages were thrown off the rails, and one, which was very much damaged, partly across the down line. Sixteen passengers are reported to have suffered more or less seriously.

The engine-driver of the ballast train says, "We had scarcely come to a stand when the passenger train ran into us from behind. The spring buffers between the tender and engine closed up, but the engine did not move forward, though I felt a jerk when the collision occurred." He adds, that the guard who had been riding with him on the engine got off to uncouple a portion of the train, but had not gone many waggons lengths before he returned to ask him "What he meant by moving the engine in that manner," or something of that sort. This driver, whose steam was blowing off strongly, heard nothing of the collision.

The fireman states that the ballast train "had not stopped for more than two minutes," and that "he was getting up (after having been throwing ballast on the rails) to apply his break, to prevent the engine from going back too hard against the trucks, when the collision occurred."

The guard, who was riding on the engine, according to his usual practice with ballast trains,—that he might be the better able to direct the driver,—states that he got down when the engine came to a stand, to tell the breaksman to go back with his hand lamp and fog signals to protect the train; and that he had not gone more than 20 yards from the engine when the collision took place. But the evidence of these men is quite irreconcilable with that of the surviving platelayers, who assert that the train had been at a standstill some little time before the collision, during which time the down train passed them, and the engine-driver attempted more than once to get a fresh start. They add, the one that some person, the other that the guard Lancaster, came to the carriage in which they were riding, and asked for and obtained a light for his hand-lamp shortly before the collision. One of

them further states that Lancaster the guard, after obtaining a light, went and spoke to Randall the breaksman, who was in another compartment of the same carriage, and told him to apply his break. And this is so far confirmed by Randall, that he heard some one, who might have been Lancaster, say, "Put your break on, Tom."

Randall states that the lamps at the back of the ballast train were alight previous to the collision, but they would not have been visible for more than a very short distance in the then state of the tunnel; and it is plain that no other warning of danger was exhibited to the driver of the passenger train. It is a question whether Randall would have had time after the train came actually to a stand, and after he had applied his break, to go back for its protection. There ought nevertheless to have been no danger of a collision, or even of any other train being in the tunnel on the up line at the same time with the ballast train, if the telegraph signals had been properly worked; and I shall next proceed to describe how it was that the passenger train was allowed to leave Charlton before the ballast train had passed Blackheath.

The signal-box at Blackheath was under the charge of a man named James Jones, who had been employed as a porter at the station for a year and 4 months, and in working the train telegraph-instruments from time to time during the previous 12 months. He had taken charge of the instruments every third Sunday between the hours of 11 and 1, when the traffic was very light; and for two or three days, two months before the accident, between 12 and 1, and from 6 to 8 p.m., while one of the regular men was absent from illness. He had also taken regular duty in his turn in the signal-box for 3 nights and 4 days before the accident.

At 4.13 p.m. on the day in question he received 3 beats on his bell (which announced an up train for Bricklayers Arms) from Angerstein, after the coal train had passed him; and he replied with one beat on the Angerstein gong, and his indicator to *train on line*, to allow that up train (which was the ballast train) to leave Charlton. He then transmitted and received signals for three down trains. About 4.31, while his needle still remained at *train on line* for the ballast train, the *outside* porter brought him a verbal message from the telegraph clerk at the station, to say that a train was waiting at Charlton; and being, as he says, "over anxious, and in the confusion of the moment," he gave *line clear*, to Charlton, by altering the needle of his train instrument from *train on line* to *line clear*, which he ought not to have done until after the ballast train had passed him. Upon this (false) announcement that the ballast train had passed Blackheath, the Maidstone passenger train was forthwith signalled to Blackheath from Charlton through Angerstein, as I have already stated, in the usual way. Jones might even then have prevented the accident, if he had remembered his mistake, by giving the *block all up* signal to Angerstein, while the passenger train was travelling between Charlton and Angerstein. But it did not occur to him, unfortunately, that he had given a wrong signal until after the collision, when he heard the whistle of the engine of the ballast train as it came out of the tunnel. He then sent for Mr. Chapman, the station-master, and explained to him the mistake which he had made.

The different circumstances which have contributed to produce this collision may be thus stated.

1. A load was attached to the ballast engine heavier than it could, after being stopped at Charlton, take

through the Blackheath tunnel. And this ought not to have been done, if only on account of the risk incurred of inconvenience and delay to the very heavy passenger traffic of the Company.

2. The station-master at Charlton sent the message "train waiting," to Blackheath, independently of the signalman; and by thus interfering with the train signals, though with the good intention only of avoiding the chance of unnecessary delay, he was the means of causing the mistake which led to the collision.

3. The Blackheath signalman, who was comparatively inexperienced, and who was put out and confused by receiving the verbal message "train waiting" at Charlton, committed the fatal error of signalling the *up-line clear* to Charlton, in spite of the record, which was plainly before him on his instrument, of an up train being already between Charlton and Blackheath.

The Railway Company had done what they could in this case to provide for the public safety by establishing a good system of train signals, intended to prevent more than one engine or train from being upon either line of rails between Charlton and Blackheath at the same time. But there remained the defect, which I have had occasion to point out in other cases on the North Kent Railway, of the signalmen being unprovided with speaking instruments in addition to Tyer's train instruments. It is, no doubt, desirable, after a certain period has elapsed, that a signalman working under that system should have the means of ascertaining from the next telegraph-box whether a train has been delayed in its progress for an extraordinary length of time, or whether the signalman in that box, as may occasionally happen, has forgotten or been unable to give *line clear*, as it passed him. But it is better that this should be done in a recognised manner; that the train about which the enquiry is made should be specified, and that a clear statement should be given in reply as to the passage of that particular train before another is allowed to follow. The danger of allowing any other sort of interference with the train signals is illustrated by the mistake which was made by Jones on this occasion. If, on the one hand, he had been let alone, and had received no verbal message from the telegraph clerk at Blackheath, it would not, of course, have occurred to him to give *line clear* to Charlton until the ballast train had passed him. If, on the other hand, he had been provided with, and been able to use, a speaking instrument, and had received a message upon it from the signalman at Charlton "Has the ballast train passed Blackheath?" in place of receiving a verbal message from a porter, it is impossible either he himself, or even a less experienced man, should have replied otherwise than wilfully, "Ballast train has passed," unless it had really done so. While, therefore, the speaking instruments under the control of the station-masters, from being worked independently of the signalman at Charlton, and interfering with the signalman at Blackheath, may be said actually to have caused this accident, it is evident that the same speaking instruments, if placed in the telegraph boxes, and worked under proper regulations by the signalmen themselves to each other, would, by affording a safer means of asking for and obtaining the required information, have prevented its occurrence.

I have, &c.

H. W. TYLER,

Captain, R.E.

The Secretary
Board of Trade,
Whitehall.

SOUTH EASTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 7th January 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you to be laid before the Directors of the South Eastern Railway Company, the enclosed copy of the Report made by Capt. Tyler, R.E., the officer appointed by their Lordships, to inquire into the circumstances connected with the collision which occurred on the 19th ultimo, near the Surrey Canal Junction on the South Eastern Railway.

I have, &c.,

JAMES BOOTH.

*The Secretary of the
South Eastern
Railway Company.*

SIR, 1 Whitehall, 31st December 1864.

IN compliance with the instructions contained in your minute of the 19th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on that morning near the Surrey Canal Junction on the South Eastern Railway.

About $2\frac{1}{2}$ miles from the London Bridge Station, the branches from the Bricklayers Arms and from Greenwich both join the main line of the North Kent Railway, the former from the west and the latter from the east. Of three lines that run past the former Junction, the northernmost line is used as the up line from Greenwich, the middle line as the down line for Greenwich as well as for North Kent trains, and the south line as the up line for North Kent trains. The signalman's box at this junction (with the Bricklayers Arms Branch), called the Surrey Canal box, is placed in communication by telegraph (on Tyer's instruments) with the boxes on either side of it, called respectively the Corbett's Lane box on the west, and the North Kent East Junction box on the east; and all trains are signalled from it in both directions except the up Greenwich trains, which, running over an independent line of rails, are signalled through between the North Kent East Junction and the Corbett's Lane boxes. The distance from the North Kent East Junction box to the Surrey Canal box is about 270 yards.

On the morning in question an engine left Deptford, which is east of these junctions on the Greenwich branch, at 7.29 for New Cross, which is also on the east of them but on the North Kent main line. The driver passed the North Kent East Junction box (where there was no means of crossing) slowly, because he required to stop at the Surrey Canal box, to cross there from the Greenwich up line to the North Kent down line. When he reached that box the signalman kept him waiting for about 10 minutes on the Greenwich up line,—from 7.33 to 7.43,—for the 7.20 fast train from Charing Cross to Blackheath to pass. And at 7.43 an up train (7.35 a.m. from Greenwich) came into collision with it in a thick fog at considerable speed.

The leading wheels of the engine for New Cross were thrown off the line, and both of the engines were much damaged. Twenty passengers in the Greenwich train and three servants of the company were, unfortunately, more or less injured.

The engine was proceeding from Deptford to New Cross under a new arrangement, commenced on that morning. It had previously been in the habit of going every morning to London about 7.45. Instructions had been forwarded from the principal offices at the London Bridge Station for the change, under the mistaken idea that the engine remained commonly at the Bricklayers Arms during the night, and its journey from Deptford to New Cross was quite unprecedented. The signalman had not been called

upon previously to act in such a contingency, and no provisions had been made in the regulations or code of signals for an engine or train to travel in that direction.

The Deptford signalman therefore, in starting the engine, gave two beats on his bell, as if for an engine or train going to London, to the signalman at the North Kent East Junction box; and the latter supposed that the engine was going to London, as usual. If the engine had been going from Deptford to the Bricklayers Arms, the Deptford signalman would according to his code have given three beats on his bell to the North Kent East Junction box, as a crossing signal; but it did not occur to him, although he had heard from the locomotive foreman a short time before that the engine was going to New Cross, to apply the crossing signals to such a purpose; and he could not otherwise give any other signal than that provided for an up engine or train. For want of a speaking instrument he was unable to give any explanation as to the exceptional journey which the engine was about to make.

The engine would still, however, have been in safety as it stood near the Surrey Canal box, if the telegraph had been in operation (with Tyers' instruments) between the North Kent East Junction box and the Corbett's Lane box. But these instruments had failed to work at 8.10 on the previous evening, in consequence of the fracture of some of the telegraph wires. The signalman then on duty at the North Kent East Junction box had stopped the 8.15 p.m. train from Greenwich, had cautioned the engine-driver, and had learnt from him that there had been a similar failure west of the Commercial Dock; and he had worked during the night, which was clear, by the distant-signal from the Commercial Dock station. When that signal was lowered, after a train had gone by, he knew that the line was clear, and he allowed the next train to proceed accordingly. It became foggy about 5.30 a.m., and he lost sight of the Commercial Dock signal; and the signalman who relieved him at 6 a.m. endeavoured to work by time, intending to send for the New Cross station-master, his immediate superior, at 8 o'clock, when he would come on duty.

Three passenger trains and an engine passed this signalman for London before 7.30, and at that hour he received two beats on his bell for the engine in question, which he naturally supposed was for London, and which passed him at 7.32. He showed a green light from his hand-lamp to the enginedriver as a signal of caution, and the engine passed him at 8 miles an hour. He gave "clear" for the engine to Deptford at 7.34, and received two beats again on his bell from Deptford for the 7.35 up train from Greenwich at 7.42. As more than 10 minutes had elapsed after the passage of the engine, he allowed this train to proceed, and gave "clear" for it also to Deptford at 7.44.

A platelayer who was employed (as usual in thick weather) as a fog-man near the North Kent East Junction box, came to the signalman after the engine had gone by, and about three minutes before the collision, and asked if the engine was "going to cross," because it had "passed so slowly." But the signalman, who knew that the engine was in the habit of going to London every morning, told him "no," that he had received an up signal for it, and that he had shown the driver a green light from his hand-lamp. The fogman then remained about 200 yards to the east of the engine, which was invisible to him through the fog, until the collision occurred.

The signalman at the Surrey Canal box knew nothing of the failure of the through telegraph wires between the Deptford box on the east, and Corbett's Lane on the west of him. His own instruments were working well, and he had no doubt whatever that the engine was, as it stood near him, sufficiently protected

by the telegraph. He had no signal available for the Greenwich up line.

The 7.35 a.m. train from Greenwich consisted of a tank engine and eight carriages. The engine-driver received a "clear" signal at the North Kent East Junction box, and was proceeding at a speed of some 25 miles an hour, when he came into collision with the stationary engine without previously seeing it. He and his fireman were both injured.

Several circumstances combined to produce this collision. There was (1) a misunderstanding on the part of the inspector who ordered the engine to proceed to New Cross, as to the place from which it would start. The engine was therefore (2) despatched along an unaccustomed route. The telegraph communication (3) sent from Deptford in regard to it, in the absence of a reference to that particular route in this code, misled the signalman at the North Kent East Junction box as to its destination. The failure (4) of the telegraph wires between that box and Corbett's Lane, causing the signalman to work by time instead of by telegraph, deprived the engine of the protection which it would otherwise have received. A thick fog (5) concealed the engine, not only from the signalman at the North Kent East Junction box, who was 270 yards, but also from the fog-man who was only 200 yards from it.

But the principal, if not the most direct cause of the accident was the want of speaking instruments, in addition to Tyler's instruments, as means of com-

munication between the signalmen. The Deptford signalman would have been able to inform the North Kent East Junction signalman on a speaking instrument, if he had been provided with one, of the exceptional destination of the engine for New Cross. The North Kent East Junction signalman would have continued to work by telegraph on a speaking instrument, if he had had one, in the mode prescribed in the company's regulations, after the failure of the wire connected with his Tyler's instrument. And either of these precautions would have prevented the accident from occurring. I have frequently had occasion to point out in previous reports upon collisions on the North Kent and other railways the necessity that exists for employing speaking instruments as well as train instruments in the cabins of the signalmen. I am glad to find that a speaking instrument was supplied in the signal box at the Commercial Dock Station after my report of the 10th January 1861, pointing out that the collision which occurred near that station in the previous month had proved the want of it, and to learn that the Company are about now to supply a double-needle speaking instrument in the North Kent East Junction box to which I have been obliged in this report so frequently to refer.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER,
Capt. R.E.

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
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For Her Majesty's Stationery Office.

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Months of January and March,

1 8 6 5.

(PART FIRST.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1865.



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GREAT NORTHERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 27th January 1865.*

SIR,
I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the Great Northern Railway Company, the enclosed copy of the Report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the boiler explosion which occurred on the 14th instant, in the Company's erecting shop at Peterborough.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Great Northern
Railway Company.*

*Peterborough,
24th January 1865.*

SIR,
IN compliance with the instructions contained in your minute of the 16th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred at Peterborough on the 14th instant, in consequence of the explosion of a locomotive engine boiler at the works of the Great Northern Railway Company.

This engine, No. 98, was originally constructed on the principle known as Crampton's patent, with a separate driving axle; and was delivered by the manufacturer, Mr. Longridge, of Bedlington, near Newcastle, to the Great Northern Company, on the 21st November 1851; and commenced work on the 18th December 1851. It was afterwards converted into an ordinary six-wheeled engine, with driving wheels (6 feet 6 inches in diameter), in the middle between the leading and trailing wheels. It ran 181,516 miles with its first set of tubes, between December 1851 and December 1862, and it has run altogether, in 13 years, 231,354 miles.

Having been reported by the engine-driver to be leaking in the fire-box and on the barrel, and to be otherwise in want of repair, it ceased work on the 16th December 1864, and its wheels were taken out on the following day. It underwent various repairs, and amongst them two copper patches, each 4 feet 10 inches long by 15 inches wide by $\frac{1}{2}$ inch thick, were renewed on the interior of the fire-box, to cover the apertures left in the removal at a former period of a midfeather. These patches having been completed on the day in question,—the 14th instant, the boiler (stripped) was pumped full of cold water; fire was put into the fire-box at eight minutes before 2 o'clock; and steam was got up, in order to test it, as to leakage, up to 130 lbs. to the square inch, 10 lbs. less than the pressure at which the engine had been ordinarily worked. At 20 minutes past 4 o'clock the pressure-gauge stood at 41; at 4.25, it marked 49; and by 5 o'clock it had reached 125, when the boiler exploded with great violence. It was standing at the time on two lorries, over a pit in the erecting shop; and the explosion took effect on the two foremost rings of the barrel; the third, or fire-box ring, remaining complete, as well as the fire-box itself.

The leading, or smoke-box ring, was composed of three plates, two (original plates) above, and a third, added as a patch in January 1863, on the bottom of the barrel. It was torn asunder on the left side, 18 inches from the bottom, the old plate on that side having given way at the rivet holes. These three plates remained attached to each other, but were flattened out and much indented by coming in contact with one of the iron columns which supported the roof between the erecting shop and the running shed. The wall in which this column stood, and which

separated the shop from the shed, was partly blown down, and these plates, carrying portions of the fractured column with them, fell in the shed 50 feet to the right of the engine. The angle-iron by which this leading ring was attached to the smoke-box tube-plate was torn off partly through the rivet holes, and was reduced in thickness by corrosion for 2 feet of its length by about $\frac{3}{16}$ of an inch, leaving a thickness of about $\frac{7}{16}$ of an inch still united.

The middle ring was composed of two plates, with a joint on each side of the barrel; and both of those joints had given way. The upper (an original) plate flew upwards to the left, and struck and indented the boiler of an engine which stood on the next pit. The lower plate, which had been renewed in January 1863, flying downward, but also to the left, struck, doubled round, and fractured the framing attached to the boiler on that side. The hinder part of the framing fell to the left, while the leading portion, with the cylinder attached to it, was torn away from the smoke-box, and bent round to the right; and the plate itself, bent into an inverse position, fell towards the front of the boiler. The framing on the right side fell away to the right, and the wreck of the engine was thrown back 12 feet, on its left side, into the pit over which it had been standing.

The roof of the erecting shop and part of the roof of the running shed were blown to pieces, and some other engines in the shops were damaged. Two persons were unfortunately killed on the spot,—Chamberlain, an assistant boiler-smith, who was knocked down on the right of the boiler; and Corby, a lad 15 years of age, who was blown from the right of the boiler through the wall of the running shed. The greater part of this poor boy's body was thrown upon a tender standing 40 or 50 feet from the boiler. Mackness, a fitter's labourer, who had been standing near the fire-box in the pit, was blown down in the pit, and died a few hours afterwards. Five others were more or less injured. It was, fortunately, a Saturday afternoon, when the men had left the shops except those who were working overtime. The consequences would otherwise have been much more disastrous.

The barrel of this boiler was 10 feet long, and 4 feet in diameter, with plates originally $\frac{7}{16}$ of an inch thick. The rivets were $\frac{3}{4}$ of an inch (full) in diameter, with a pitch of about $1\frac{3}{4}$. It contained 168 tubes, each 2 inches in (outside) diameter. The heating surfaces were 972 square feet in the tubes, and 107 in the fire-box, making a total of 1,079. There were two safety valves, each 4 inches in diameter, and a pressure gauge by Johnson and Varley, which had been tested a few days before, and which I found to work correctly after the explosion. The safety-valves had been turned and ground into their seatings, and all the apparatus connected with them had been examined, oiled, and made to work properly, a few hours before the explosion. As the pressure increased, the boiler was found to leak in several places:—1. At the man-hole joint on the top of the middle ring; 2. from three of the studs in the safety-valve joint over the fire-box; 3. from the flange of the whistle; 4. from under the barrel near the smoke-box; and 5. at the seam of rivets to the right of the middle ring.

The locomotive foreman, under whose orders the boiler was being tested for leakage, and who had visited it at 2 o'clock, and been present from 3.45 to 4.25, left Peterborough by the 4.33 down train, after giving directions that when the pressure reached 130 lbs. the fire should be taken out. The foreman boiler-smith, who had superintended the putting on of the patches in the fire-box, left the boiler about 10 or 15 minutes before the explosion, when the pressure had reached 100 lbs. to the square inch.

An engine-fitter, Kightly, who was then left in charge, finding the steam blowing off at the safety-valves, proceeded, after caulking all the leaks, to fetch the running shed foreman, Abbott, to pull the fire out. He was returning towards the boiler when it blew up, and was himself seriously injured. He states that, first Taylor, the foreman boiler-smith, and afterwards Chamberlain, the assistant boiler-smith, had been caulking the longitudinal seams on the right of the middle ring, and endeavouring thus to stop the leak which came from it.

An inspection of the fractured plates, and of the wreck generally, leaves no doubt that the explosion commenced above that particular seam. There were two extensive defects in the upper plate, above the line of rivets, 6½ and 9 inches long respectively, which have probably been started by the caulking tool, and have been gradually produced by mechanical action, under different pressures and consequent alterations in the shape of the boiler. Cracks, or furrows, which are of more common occurrence, are sources of the greatest danger in steam boilers. Three out of four locomotive boiler explosions, which it has been my duty to report upon since last spring—besides many others previously—have arisen from this cause. In the present case, the crack would not have been observable by examination, and it was, therefore, of a more insidious character. The leak, which was reported by the engine driver, as showing itself on the top of the barrel, and which had been observed by him for 12 months previously, must have come for the greater part of that time from the man-hole joint only, while the leak which the unfortunate Chamberlain was

vainly endeavouring to stop, under the belief that it came through the joint instead of through the crack, was probably of more recent origin. The engine must have had a narrow escape of exploding with a passenger train attached to it before it could reach the shops, and the operation of caulking, no doubt, started the explosion, and caused it to occur at something less than the ordinary working pressure.

The officers and servants of the Company engaged in the operation do not appear to have been aware of the great danger that they were incurring. But it was in reality an act of the highest imprudence, thus to bring in an engine, 13 years old, that had done a duty of 215,000 miles, and to test it for leakage in the shops under 130 lbs. of steam pressure. And it was a totally unnecessary risk, because the boiler might have been tested more quickly, quite as cheaply, and more effectually by water pressure, without the slightest danger. I have before had occasion to recommend the adoption of tests by water pressure to the Great Northern Company; and I would beg, in conclusion, to refer to the remarks which were contained in my report of 29th June 1864 on the explosion of another engine of that Company, in London, enumerating the different means that may be adopted for the prevention of accidents of this description.

I have, &c.,

H. W. TYLER,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

GREAT NORTHERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 16th March 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 1st instant between a passenger train and a disabled goods engine near Rossington on the Great Northern Railway.

*The Secretary of the
Great Northern
Railway Company.*

I am, &c.,
JAMES BOOTH.

SIR, *Hampton Court, 9th March 1865.*

In compliance with the instructions contained in your minute of the 2d instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 1st instant between a passenger train and a goods engine near Rossington on the Great Northern Railway.

The Scotch express train 9.15 p.m. from London on the 28th February left Retford for York at 1.16, twenty-two minutes late, on the morning of the 1st March, consisting of an engine and tender, 10 carriages, two break-vans, and a horse-box. The engine driver had been previously losing time and could hardly keep up his usual speed in consequence of there being a strong northerly wind. He found the signals all right at Ranskill and Bawtry, but he saw a green light on the signal post at Rossington (which is 13 miles to the north of Retford and 4¾ miles south of Doncaster); and the signalman at that station waved his hand-lamp, which also showed green, up and down as the train approached him. He shut off his steam and slackened his speed, and whistled to attract the attention of the guards, though he did

not give the usual three whistles for the application of the breaks. There were two guards riding, one in front of the passenger carriages, and the other in the last vehicle but one in the train, neither of whom appear to have heard the engine driver's whistle or seen the caution signals, and who did not therefore apply their breaks. By the time the train had gone nearly two miles beyond Rossington, the speed was reduced, according to the engine driver from 35 to 15, according to the head guard from 35 to 20 miles an hour; and the passenger train came, more probably at the latter speed, into violent collision with a goods engine which is said to have been travelling slowly (tender first) in the same direction.

The passenger engine ran in partly under the goods engine, threw it off the line, and pushed it forward for upwards of 120 yards. Two of the passenger carriages left the rails and fouled the up line. The corpse of the driver of the goods engine was found lying mangled and mutilated between the rails under the last vehicle but two in the passenger train, and 16 of the passengers were more or less injured.

The night was rough and dark, but it was also clear, and there would have been no difficulty, in spite of a curve which occurs on this part of the line, in seeing the light of a good lamp for upwards of 500 yards in the direction of Rossington from the goods engine, if such a lamp had been upon that engine, at the point where the collision occurred.

The passenger driver, nevertheless,—for reasons which I shall presently explain,—saw a red light in the hand of the fireman of the goods engine for the first time when he was, he considers, 30 or 40 yards from that engine, and he had not then time even to reverse his own engine before the collision occurred.

The goods engine in question, No. 326, left Doncaster for York on the previous day (the 28 February) at 12.30 with a train of goods waggons and empty waggons. It reached York a little after 4 o'clock, and started on the return journey with a special goods and meat train soon after six, getting back to Doncaster in a couple of hours. It started again shortly before nine for Peterborough, and when it was near

the Sutton gatehouse, a mile and a half to the north of Retford, a bolt came out from the bottom of one of the eccentric straps. As soon as the train came of a stand the fireman went forward to Retford for a pilot engine, while the engine driver, Seddon, assisted by the driver of another engine, Crosby, (who had followed him from Doncaster at 8.55 with a coal train and overtaken him), removed the disabled eccentric strap, and lifted it upon the footplate of the engine. Seddon further asked Crosby's opinion about his going on to Retford, and Crosby recommended him to go on as he was, to take off the rod connected with the disabled strap at Retford, and to send for* the locomotive foreman at that place who would tell him what to do. The night inspector at Retford, on hearing from the fireman of the disabled condition of the goods train and engine, went to Sutton with a pilot engine, and brought them in to Retford. The engine driver, Seddon, then went to the locomotive foreman, Clark, who was in bed, and told him of the accident to his engine, and Clark, without examining the engine, directed him to take it back to Doncaster. Clark states that Seddon informed him at his bedroom window that he "had cleared down one side" of his engine, or, in other words, that he had removed two eccentric straps and the rods connected with them, so as to be in a position to move in either direction, and to return to Doncaster with one cylinder. And it was upon that understanding, according to Clark, that he gave Seddon permission to return to Doncaster. Seddon is no longer able to speak for himself, but whatever the conversation between them, he had in fact simply removed the disabled eccentric strap, and had left the rod loose which had been attached to it. He was thus only able to travel backwards, or tender first, and in this condition he left Retford at 12.24.

Seddon reached Ranskill, where, according to his fireman, the engine came to a stand of its own accord, at 12.45; and he was then told by the signalman that he was travelling too near the express train, and must set back into the siding. "Poor fellow, he seemed," says the signalman, "half mad," and "he said that he could not move his engine at all." His only chance was, indeed, to go forward; and after borrowing a piece of rope from the signalman and tying up his loose rod, he started again with considerable difficulty at 1.5; and he appeared to the signalman after he had gone a quarter of a mile to run all right.

The Scotch express was due to pass Ranskill at 1.5, but was telegraphed to Ranskill as passing Carlton at 12.40, and it did not reach Ranskill until 1.25. By that time the signalman had learnt by telegraph from Bawtry, four miles further to the north, that the engine had passed that station, and he did not therefore exhibit any caution signal.

The signalman at Bawtry saw the engine pass at 1.16, at a speed of 18 or 20 miles an hour, and did not know that there was anything the matter with it, and he showed an all right signal to the express train which followed it at 1.31.

The signalman at Rossington states that the engine passed him at 1.27, at a speed of 20 miles an hour or more. After he had telegraphed it to Balby, $\frac{3}{4}$ mile from Doncaster, the next station in advance, he requested to be informed when it had passed that station. And as soon as the signalman at Balby had received intelligence of the mail train having passed Bawtry at 1.31, he telegraphed to the signalman at Rossington, "I can't see the engine you sent me." This message arrived at Rossington from Balby as the train approached it from Bawtry, and the Rossington signalman, whose semaphore signal was at caution, had just time to run out of his cabin and to wave his hand-lamp, which also showed a green light, up and down to the driver as an additional signal of caution.

These were the only useful signals of warning that were seen before the collision from the passenger train,

and if they had not been exhoited the consequences would have been much more fatal. The fireman of the goods engine states that he was standing with Seddon on the footplate of that engine when they noticed the passenger train approaching, that he passed round the engine, took off the side-lamp which showed a red light from the middle of the buffer-plank towards Rossington, jumped off the engine with it into the six-foot space, and ran back with it towards the passenger train. He believes that he had gone 30 yards back towards it when it met him. He states that he left a green lamp burning towards Rossington on the left side of the buffer-plank of the engine, but that both that lamp and the red lamp which he took from the middle of the buffer-plank were burning dimly. The green lamp was not seen by any one of the signalmen as the engine passed, though the red lamp was observed by most of them. The engine driver of the passenger train saw the red lamp in the hand of the fireman of the goods engine, who appeared to him to be about 10 yards from that engine, when he was himself about 40 yards from it, but he saw nothing of the other lamp, which was afterwards found without its glass in the hedge on the east of the line near the site of the collision.

The signalmen were in this case working under a system of time-signals and employing the telegraph as an auxiliary. It was their duty to keep their signals at danger for five minutes, and at caution for eight minutes more, after the passage of every engine or train, as well as to telegraph (except in the case of Retford) the trains forward to the two telegraph stations next in advance; and they were properly provided with record books by means of which the progress of the engine and train could be readily traced, and the intervals of time between them noted from station to station. These men not only carried out their regulations carefully, but they also sent private messages on their instruments with a view to greater safety. The signalman at Ranskill asked the signalman at Bawtry twice whether the engine had passed him, and received a reply the second time in the affirmative before he allowed the express train to follow it. The signalman at Rossington asked the signalman at Balby to let him know when the engine passed him, and the latter signalman did more, in reporting that he could see nothing of it as soon as he received information of the express train passing Bawtry. This enabled the Rossington signalman to give an extra signal of caution to the driver of the express, when that train passed him eleven minutes after the disabled engine. The telegraph used in this way is no doubt a most valuable auxiliary to safety, and it would have done more towards preventing the collision if there had been more efficient lamps on the goods engine, but it was not all that was required. This particular engine started from Retford in a condition in which it was not fit to run upon the line, and it would have been better if, in any case, it had not been allowed to leave Retford until after the passenger train had passed; but any other engine or train might have broken down from the same or from some other cause in a similar position, and without previous failure; and considering the nature and extent of the traffic on this portion of the Great Northern Railway, consisting of 80 or 90 trains and upwards daily, running some of them at the highest rates of speed, the time would appear to have arrived when, with some additional signalmen and with more perfect apparatus, the block system of telegraph-working, allowing only one engine or train to be upon each length at a time, may be advantageously, and even, looking to the cost of such accidents, economically applied.

I have, &c.,

H. W. TYLER,

Capt. R.E.

*The Secretary,
Board of Trade,
Whitehall.*

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 10th March 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 25th January near the Woodburn Junction of the Manchester, Sheffield, and Lincolnshire Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Manchester, Sheffield,
and Lincolnshire
Railway Company.*

Limerick,

4th March 1865.

SIR,

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your minute of the 28th Jan. 1865, I have inquired into the circumstances connected with the collision that occurred on the 25th Jan. 1865, near the Woodburn Junction of the Manchester, Sheffield, and Lincolnshire Railway.

The Sheffield and Barnsley Branch of the Manchester, Sheffield, and Lincolnshire Railway joins the main line at Woodburn Junction, near Sheffield. The signals on the branch are, a distant signal, an intermediate signal in the cutting between the distant signal and the junction, and the ordinary junction signals. The latter cannot be seen by the driver of a train on the branch for a great part of the distance between the distant signal and the junction, in consequence of this part of the line being on a curve and in a deep cutting.

For this reason the intermediate signal was provided.

On the evening of the 25th Jan. last a coal train, consisting of an engine and tender, 14 loaded coal waggons, and a guard's break van at the tail of the train, was drawn up about 20 yards inside the intermediate signal on the branch.

The driver of this coal train slackened speed on passing the distant signal which he took to signify danger, but the guard of the coal train stated that it showed half white and half red, and that he considered it to mean all right. He is borne out in this by the driver of the passenger train which followed and ran into the coal train; but a travelling porter who was acting as second guard in the front break van of the passenger train, stated that he did not like the look of the signal as he passed it and partly applied his break, though he confirms the evidence of the driver "that the distant signal showed half white, half red."

After the accident the distant signal was found to be at danger, and to work all right, and the intermediate, which was worked on the same wire, was

admitted by all parties to have worked properly and to have been at danger, and as the driver of the coal train and the second guard of the passenger train which followed the coal train both acted as if it was at danger, and that the head guard of the passenger train stated that he did not observe it, I cannot help mistrusting the evidence of the guard of the coal train, as also that of the driver of the passenger train, as to the state of the distant signal.

The passenger train, consisting of an engine and tender, guard's break (with travelling porter in it), one third class carriage, one composite, another third class carriage, and a guard's break van (with head guard), coupled in the order given, left Barnsley at the proper time, 6 p.m., and travelled all right till it approached Woodburn Junction. It was four or five minutes late when it passed the distant signal, which it did at a speed variously stated of 16 to 25 miles per hour. The line as it approaches the junction is on a rising gradient of 1 in 72. The intermediate signal, which was at danger, can be seen by the driver of an approaching train about 180 yards before reaching it. The tail of the coal train was about 20 yards inside this signal, but the driver of the passenger train appears not to have observed either till within about 100 yards of the coal train, which he ran into at a speed variously stated at five to eight miles per hour.

As soon as the driver observed the danger he reversed his engine and whistled for the breaks, which were applied, too late, however, to prevent a collision, although there were two breaks besides the tender break, and only three passenger carriages forming the train.

The driver bears a good character, but in this instance he showed a great want of caution on approaching the junction, if not guilty of disregarding the distant signal.

Two or three passengers are reported to have been slightly injured by the collision.

The buffers of the engine of the passenger train were broken, but none of the carriages left the rails.

The two front wheels of the break van at the tail of the coal train were knocked off the rails, and the van and one coal truck were damaged. Both trains proceeded to Sheffield shortly after the collision.

I recommend that the lamp of the distant signal on the branch be pierced in the angle at the back, so that the light may be seen from the junction box, which was not the case, as the signal, owing to the curve of the line, stands necessarily crosswise as regards the junction box; and further that the intermediate signal be placed on the top of the bank of the cutting instead of being in the cutting, and that it be worked by a separate wire from the junction box, or in connection with the junction signal, instead of being worked in connection with the distant signal.

I have, &c.,

F. H. RICH,
Capt. R.E.

*The Secretary
Board of Trade,
Whitehall.*

REPORTS

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of January, February, March, and April,

1865.

(PART SECOND.)

Presented to both Houses of Parliament by Command of Her Majesty.

June 1865.



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BRISTOL AND EXETER RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 11th May 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the Bristol and Exeter Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 18th ultimo at the Weston-super-Mare Junction Station of the Bristol and Exeter Railway.

My Lords trust that the recommendations of Colonel Yolland will receive the careful consideration of the Directors.

*The Secretary of the
Bristol and Exeter
Railway Company.*

I am, &c.
JAMES BOOTH.

*Board of Trade,
(Railway Department),
Whitehall, 5th May 1865.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 21st ult., the result of my inquiry into the circumstances which attended a collision that occurred on the 18th ult., between two down passenger trains at the Weston-super-Mare Junction of the Bristol and Exeter Railway, when about 20 passengers were injured, three of that number rather seriously, but the remainder, it is hoped, are not much hurt.

The Weston-super-Mare Junction Station is situated about $1\frac{1}{2}$ miles from Bristol, and the down line at the station is protected by a single signal placed about 13 yards north of the end of the roof that affords shelter to the passengers, &c. This signal can be seen for a long distance when the weather is clear, but there are five over bridges between Banwell ($2\frac{3}{4}$ miles from Weston Junction) and Weston-super-Mare Junction, and the approaches to these over bridges interrupt the sight for certain spaces.

On the evening of the 18th ult. the 4h. 50m. p.m. down express train from Paddington left Bristol for Weston-super-Mare Junction at 8h. 11m., or 11 minutes late, and it reached Weston Junction Station at 8h. 40m., without the under guard being aware that anything was wrong with the train. It seems, however, that as the train was passing Banwell Station, the reversing lever of the engine broke, and the driver shut off the steam, but turned it on again, and continued to run on to Weston and there stopped, in accordance with the printed time table. He and the fireman then endeavoured to make a temporary repair of the reversing lever to enable them to proceed. Some of the passengers got out of the train, which consisted of the engine, guards' van, 2nd class, 1st class, 2nd class, and a composite carriage, arranged in the order in which they are here written; and after waiting seven or eight minutes the under guard got the passengers into the carriages, under the expectation that they were about to start, but the engine-driver was not then ready, and the under guard again went to the head guard who told him then that all was right; but by that time some more of the passengers had got out of the carriages, and when the under guard had again got them re-seated, and had closed the doors, and was in the act of getting into the guard's break compartment in the last second class carriage, he heard a break whistle sounded twice, and on looking round he saw sparks issuing from the funnel of an approaching engine.

He then ran to the last carriage (the composite), threw open the doors, and asked the passengers to get out, and was in the act of opening the door of the leading compartment of that carriage, when a collision occurred and he was knocked against one of the posts that support the roof, and thence against the boarded side of the station, and knew nothing of what subsequently occurred till after the trains came to rest. He thought the engine was about 200 yards from the station when he first saw it, that the steam was on when it came up to the station, and that the engine was in gear to run forward to Exeter.

The train which ran into the down express train, that was standing at Weston-super-Mare Junction was the 8h. 15m. p.m. short train from Bristol to Weston-super-Mare Station. It consisted of an engine and three vehicles, and it left Bristol five minutes late. It stopped at Nailsea, Yatton, and Banwell Stations, and left Yatton at 8h. 48m., and Banwell at 8h. 55m., and it was appointed to stop at the junction station. The collision is thought to have occurred at 8h. 58m.

This train is said to have run into the express train at a speed of about 30 miles an hour, and the effect of the collision was to destroy and open out the frame of the composite carriage, and its body was carried on to the top of the engine, the two last compartments and the luggage compartment were entirely destroyed; two ladies remained in the leading compartment of this carriage, and one of them had her leg broken, the under guard not having had time to get them out of the carriage before the collision took place. Great credit is due to this under guard, named Rigden, for the prompt manner in which he acted.

The Weston engine and train pushed the express train right through the shed, breaking the whole of the principal rafters that support the roof, and tearing up the coping of the down platform. Every carriage and even the engine in the express train were damaged, and the same must be said of the engine and carriages of the short train for Weston-super-Mare. This last engine was a good deal damaged. The engine-driver and fireman of the express train were under their engine engaged in making a temporary repair, when they heard the noise of the approaching train, and fortunately they were enabled to get from under it before the collision took place.

It is certain that as soon as the down express train reached the junction station, the down signal was placed at "danger," in order to protect it while standing there; and it is also admitted by the fireman of the short train, that he saw the tail lights on the express train when they passed the over bridge nearest to the junction, from which it is distant about 500 yards, and the only statements which the driver and fireman of the short train made to me that bear materially upon the case, were that "it was a very bad night, raining very heavily, and that it was impossible to look against the rain, and impossible for any man to look out." They agree in saying that the break whistle was sounded when they passed through the second bridge from the junction (three-quarters of a mile from it); but this statement is not supported by the guard of the train, and I am unable to credit it. The break on the engine was found to be on, and the engine was in gear to travel back to Bristol, but it might have had the lever forced into that position by the collision.

I have not the least hesitation in saying that the collision was entirely caused by the negligence of the driver and fireman of this train, in having omitted to keep a proper look out between Banwell and the

junction, and also to have the train under proper control as it approached that place, where it was appointed to stop. The driver and firemen are to be prosecuted for this neglect, and the driver had consulted a lawyer on the subject, and in consequence he would not give me all the information on the subject which I desired to obtain. These men remained on their engine, and their escape was most wonderful.

But although the collision on this occasion was due to the neglect of these men, I am obliged to say that certain of the arrangements of the Bristol and Exeter Railway Company are not the best calculated to provide for the public safety. Trains travel on this line as fast as on any line in the kingdom, and the men are expected to keep their time. The Weston junction is only protected by a single signal, instead of having distant signals at about 800 yards from the platform, to warn a driver of an approaching train during thick or foggy weather, that the junction is not clear. Evidence was given by the servants of the Company that there were frequent fogs in that district,—and if they are not to be expected from a large extent of marsh land situated not far from the River Severn I don't know where they are likely to be found. Again, the express train reached the junction with a broken reversing lever at 8h. 40m. p.m. Under proper arrangements there would have been plenty of time to have told the persons in charge at Yatton and Banwell by telegraph that the express train was detained at the junction, so that the driver of the short train might have been warned. This should be the system, even if the Directors did not think proper to introduce the mode of working all their traffic with the assistance of the telegraph.

The Weston Junction is not the only station on the line where the public safety is made to depend upon a single signal light. I trust the Directors of the Bristol and Exeter Railway Company will cause all their stations and junctions to be provided with distant signals for each line of way, as there can be no doubt that it conduces towards the public safety.

The engine of the short train was running with the trailing wheels in front, and the driver and fireman were completely exposed to the weather, as, when running with the trailing wheels in front there is not a particle of shelter, unless the men crouch down, which I have not much doubt was done on this occasion. The weather is admitted to have been bad, and there is little doubt from the time of leaving Banwell and of the collision occurring that they were running at high speed, probably above 50 miles an hour. I do not ride much upon engines when the weather is bad, but quite enough to enable me to state, that it is quite impossible for men to keep a proper look out, in very bad weather, when travelling at high speed, unless shelter of some kind is provided for them; and although there was nothing of the kind on this engine, I heard with much satisfaction, that the Directors of the Bristol and Exeter Railway Company had determined that their engine-drivers and firemen should be better cared for in this respect for the future, and had ordered shelter to be

provided; and if they desire to save their lives when collisions do occur, as they undoubtedly occasionally will do, they will also insist upon the engines always running with the leading wheels in front.

I am, &c.

W. YOLLAND,

*The Secretary of the
Railway Department,
Board of Trade.*

SIR,

Bristol, 20th May 1865.

I duly received and laid before the Board of Directors your letter of 11th instant and accompanying report by Col. Yolland, on the recent accident at Weston Junction.

The Directors had already arrived at the same conclusion regarding the cause of the accident as that reported by Colonel Yolland, who has not the least hesitation in saying that the collision was caused entirely by the negligence of the driver and fireman of the train, in omitting to keep a proper look out and to have the train under proper control when approaching the junction or stopping place at which the accident occurred.

Colonel Yolland appends to his report on that subject certain suggestions as to the general working of the line, to which their Lordships request the careful consideration of the Directors. They are,—

1. That all the stations and junctions should be provided with a distant or auxiliary signal in addition to the signal at the station or junction itself. Some of the stations or junctions where it was thought necessary are so provided; but the Directors have now ordered that all stations and junctions where auxiliary or distant signals are not erected in addition to the station signal, be so provided.

2. That a more extensive use of the telegraph be made in the working of the traffic. The Directors have recently ordered additional telegraphs to be placed on part of their system where it appeared desirable, and Colonel Yolland's suggestion is receiving their attentive consideration.

3. That shelter of some kind be provided for the men on the engines, as Colonel Yolland states orders had been already given prior to the accident to provide the engines with shelter; many have been already fitted with "weather boards," and the remainder of the engines are being similarly provided when and as fast as circumstances permit.

4. That the engines should always run with the leading wheels in front. There are some practical difficulties and objections to the immediate and universal adoption of this suggestion, the application of which however will also receive careful attention with a view to its adoption as far as possible.

I have, &c.,

A. MOORE, *Secretary,*
Per A.W.C.

*The Secretary of the
Board of Trade,
(Railway Department),
Whitehall.*

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
21st April 1865.*

SIR,

I AM directed by the Lords of the Committee of the Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, a copy of the report made by Captain Tyler, R.E., the officer appointed by their lordships to inquire into the circumstances connected with the accident which happened to a passenger train near Paddington on the 13th ultimo, together

with a copy of the evidence given by Mr. Baker, a passenger by that train.

*The Secretary of the
Great Western
Railway Company.*

I am, &c.,

JAMES BOOTH.

SIR,

Hampton Court, 12th April 1865.

In compliance with the instructions contained in your minute of the 24th ultimo, I have now the honour to report, for the information of the Lords of

the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 13th ultimo, between Reading and London, on the Great Western Railway.

The 7.25 p.m. passenger train left Birmingham at 7.35, ten minutes late, and Reading at 9.48, also ten minutes late, on that evening, for London.

It was composed, on leaving Reading, in the following order, of an engine and tender, a break-van, a composite carriage, a first-class carriage, and a second class (break) carriage. A guard rode in each of the above break vehicles, and it was a bright moonlight night, so that there was no difficulty in seeing along the sides of the train.

Mr. William Baker, the engineer-in-chief of the London and North-western Railway, was travelling (from Leamington) in the composite carriage next behind the front van, with Mrs. Baker and Mr. Berkeley, a fellow of Trinity College, Oxford. They sat in a first-class, which was the second of five compartments of which that carriage was composed, with a second-class compartment in front of them, and a luggage compartment behind them. There were a first- and a second-class compartment behind these again, in the latter of which Mr. Ransford, of 25, Chancery Lane, was travelling, with three other passengers.

About five minutes, as described by Mr. Baker, or two miles, as stated by Mr. Ransford, after the train had left Reading, a considerable noise was heard by the passengers, and the carriage began to jump violently, as if a spring had broken. The train, which had hardly attained its full speed, was then travelling at 40 or 50 miles an hour, and the passengers did what they could to attract the attention of the engine-driver and the guards. Mr. Berkeley first held out a white handkerchief on an umbrella, and then, after losing the handkerchief, opened the carriage door and swung it backwards and forwards. Mr. Baker put out his left hand and waved a handkerchief, but his hand was almost immediately struck by something at the side of the line, which cut it and threw it back against the window-frame. One of the bones of his arm was thus broken, and he became faint for a moment or two; but he recovered in time to wave his umbrella out of the window with his right hand in passing the Slough Station, and to strike it against the sides of the window-frame; in the hope of attracting the attention of the signalman at that station, and inducing him to telegraph forward to stop the train at the next station.

Other passengers were waving hats, rugs, or coats from the hind compartment of the carriage, and, amongst them, Mr. Ransford, who leant out of the window and waved his cap in his left hand as soon as he found that something was wrong. After doing so, as he thinks, for about two miles, his hand and arm also received a sudden blow. He drew in his arm, under the belief that it was broken; and he afterwards found that his thumb was broken, and his hand and arm were contused.

The bumping of the carriage got worse as the train proceeded forward, and there was a great noise and constant emission of sparks. Mr. Ransford waved a white handkerchief from the window at the near side of the train with his right hand all the way to Paddington, while similar demonstrations were made from the other three windows on the same side; and the passengers from these windows shouted in chorus, especially as they passed the stations, in the hope that some officer of the Company would see them and telegraph forward to the next station in advance. Mr. Ransford even noticed a policeman in his box as the train was within half-a-mile of the Paddington platform, and waved his handkerchief, as he expresses it, "frantically in his face."

But all this was of no avail. The train ran on in due course, until the disabled carriage left the rails in passing round the curve in which the up passenger platform at Paddington is approached, and dashed against the corner of that platform. The train was thus brought to a stand somewhat suddenly, the

corner of the platform was damaged, and the left leading axle-box of the carriage was broken to pieces.

The engine-driver was not aware that anything was wrong in the train until this carriage left the rails. He ran at his usual speed, and without looking behind him, from Reading to the Green Lane Bridge, about $1\frac{1}{2}$ miles from Paddington. Seeing the signals near that bridge at danger, he whistled for the guard's break, and slackened speed to 20 or 25 miles an hour. The signals were lowered, and he proceeded forward to Paddington. After passing under the Bishop's Road Bridge he felt a jerk in the train, and he then whistled again for the breaks, and stopped as quickly as he was able. He looked back along the train after he had passed the Green Lane signals, and saw some sparks, as he thought, from the break-blocks.

The guard who rode in the luggage van behind the tender put his head out of his window on the off side of the train at Slough, according to his usual practice, (in consequence of there being so many points in the Slough Yard,) and looked both at the engine and at the back part of the train. He perceived nothing wrong then, or until the carriage next behind him left the rails (as above described), and "gave his van a twist," about 20 yards from the Paddington platform. He applied his break, and heard the break-whistle from the engine, and his van stopped with a jerk as the disabled carriage struck the platform.

The guard who rode in the break-carriage at the tail of the train looked out at Twyford and Slough from the off window of his compartment, but he did not perceive anything wrong till he was passing under the Bishop's Road Bridge at Paddington. He then heard the break-whistle, and applied his break.

The Switchman at Twyford was standing on the down platform of that station when the train passed him about 9.55 p.m. He saw the train plainly, but did not notice anything particular about it. About 6 o'clock on the following morning a labourer brought him a cloth cap, which he had picked up by the side of the up line, between the up platform and a signal-post on the west of it. This was the cap which had been knocked out of Mr. Ransford's hand; and the position in which it was found indicates that Mr. Ransford, and probably Mr. Baker also, must have been struck by the above signal-post. The post is about $3' 5\frac{1}{4}"$ from the rail, or $2' 3\frac{1}{4}"$ from the carriage; whereas it is desirable that there should be a minimum space of $2' 6"$ between the carriages and any obstructions at the side of the line. I understand that the Company propose now to remove this signal-post, which stands between the up-line and a siding, to a greater distance from the up-line.

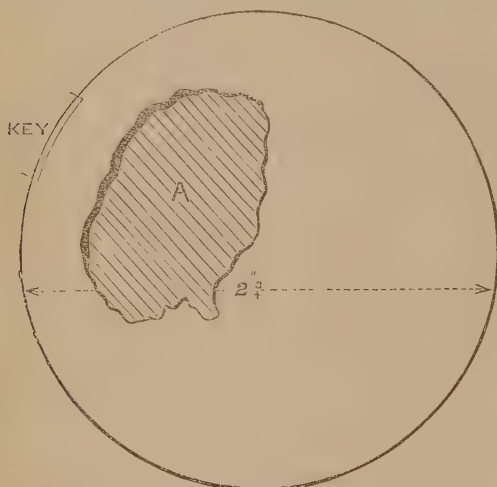
Some of the switchmen at the other stations or huts between Slough and Paddington saw sparks from the train as it passed them, but they believed them to proceed either from the engine or the break, and there did not appear to them to be anything wrong with the train. They were most of them on the off side of the train; and the guards, as I have stated, looked out on that side, the one at Slough, the other at Twyford and Slough, whilst the passengers were shouting and making signals from the near side. If any of these switchmen who had access to a telegraph instrument had seen cause for alarm, it would have been their duty to telegraph forward "Z A," which would have been understood as a direction to stop the train at the next station in advance.

The switchman, indeed, at the engine-house about $\frac{1}{2}$ a mile from the Paddington platform, was standing on the near side of the train, in his cabin, and he noticed sparks of fire flying from the wheel of a carriage, but it looked as if it came from the break, and he "thought light of it." He saw nothing of the handkerchief which Mr. Ransford shook frantically in his face, nor did he see any of the passengers making signals, or hear them shouting.

The switchman on the up-platform at Paddington

saw "a flash of sparks flying from" the train as it passed under the Bishop's Road Bridge in approaching him, and "heard an unusual lumbering, as though something was off the road." He showed a red-light from his hand-lamp, and the engine-driver blew his break-whistle and reversed his engine as he passed him. He heard some one calling out from the train, but did not see any of the passengers making signals, as his attention was directed to the engine-driver, to whom he was calling, besides showing him a red light.

When the train came to a stand, it was found that the near leading axle of the carriage next behind the luggage-van had been fractured at the shoulder of the journal. The axle-box in which it had been retained was broken to pieces against the corner of the platform, and the journal and different portions of the box were picked up, some shortly after the train arrived, and others at daylight the next morning. I enclose a section of the axle, showing that it had



Shaded portion marked A sound before fracture, remainder unsound.

been gradually getting weaker until only a fraction of it was holding, when it at last gave way. The journal measures $2\frac{3}{4}$ " in diameter, and the Great Western Company possesses 2,000 axles for broad gauge stock, with journals of similar dimensions; but the size on which they are now being constructed is $3\frac{1}{4}$ ". This axle, No. 5178, is traced as having been used under other carriages, but there is no means of ascertaining the duty that it has performed. It cannot but be considered a grave defect in the arrangements of the Company, that no record of this description is kept.

A complaint was made at Reading in regard to this particular carriage by one of the passengers; but the carriage-examiner only heard of this complaint having been made from a porter and a greaser after the train had gone forward. The axle could not then have been fractured, and no examination then made at the station would have led to a discovery as to its condition.

This accident is as strong an illustration as can be conceived of the necessity for affording to railway passengers some efficient means of calling attention in case of accident. The train in question was a short one with a guard at each end of it, but it travelled for upwards of half an hour at a speed of fifty or sixty miles an hour after the axle of one of the carriages had given way, unknown to the servants of the company, but to the serious alarm and imminent risk of the passengers. The guards were unprovided with an observatory, such as is used on many lines, from which they might conveniently look along the train from time to time; and it so happened that the passengers were shouting and making signals on the near side, while the guards looked out from, and

nearly all the switchmen were standing on, the off side. There was further no travelling porter at the back of the tender, such as the Great Western Company has been in the habit at times of employing. I have recently entered so fully in a special report into the whole subject of intercommunication in trains, that I need not now do more than refer to that report, both as regards the relative disadvantages of the system of a travelling porter, which the Great Western Company have heretofore advocated and partially adopted, and as regards the practicability and cost of other systems which it may now be desirable to bring into use.

I append the evidence of Mr. Baker, with a view to its being printed with this Report, and have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER,
Capt. R. E.

Evidence of WILLIAM BAKER, Engineer in Chief to the London and North-western Railway.

On the 13th of this month (March) I left Leamington by the 7.25 p.m. train for Paddington. We proceeded safely and all right to Reading Station, where we stopped, and where tickets were collected as the train did not stop again between that station and London. About five minutes after leaving Reading I heard a great noise, and felt an irregular motion in the carriage, which gave me the impression at first that a spring had broken. We were then travelling, I should think, at the rate of 40 or 50 miles an hour.

I was in a composite carriage of five compartments, behind the luggage van which was next the tender. I was in the second compartment of this carriage, with a second class compartment in front, a luggage compartment behind, and a first and second class compartment behind that.

Thinking that there was a guard in the front, and adjoining compartment to which I was in, I lifted up the lamp and called out, and the reply I received was "The carriage is on fire; telegraph back to the guard in the rear of the train by knocking at the next window with a stick or umbrella."

I could not make any person hear me in the compartment immediately behind me.

Mrs. Baker and Mr. Berkley were in the same compartment with me.

Mr. Berkley held out a white handkerchief on an umbrella, which he lost. He then opened the carriage door swinging it backward and forward to attract attention. The door would not close again, showing that the carriage was damaged. This was immediately after the first shock.

I then put out my left hand and waved a handkerchief. My hand was almost immediately struck by something at the side of the line which cut it and threw it back against the side of the window frame, breaking the arm between the wrist and the elbow.

I then became faint for a moment or two, but in passing Slough station I waved my umbrella with the other (or right) hand, striking it against the sides of the window with a view of attracting the attention of a policeman at that station, hoping that he would telegraph forward to stop the train.

Whenever I looked out, I saw the passengers in the compartments before as well as behind waving something, rugs or coats, and calling out.

There was a great noise, a peculiar motion of the carriage, and constant emission of sparks, all the way to London.

As we entered the Paddington Station the carriage got off the rails, seriously jerking us about until we came in contact with the passenger platform, breaking it, at the same time tearing off the carriage steps, &c., and stopping the carriage.

We thus had upwards of half an hour of awful suspense, during which time we expected every moment to be dashed to pieces; and I may add, that I most seriously regretted the absence of any means of communication with the guard, so that he might stop the train and release us from our perilous position.

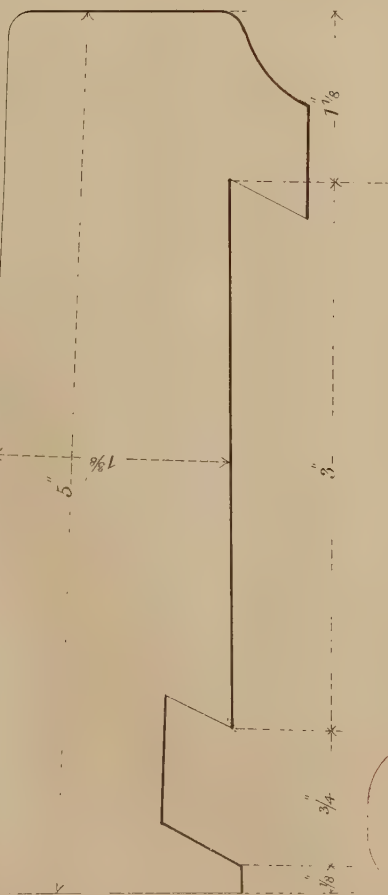
March 29, 1865.

WILLIAM BAKER.

BROKEN TYRE. GIBSON'S 1ST PATENT

Nº 1.

Cone 1 in 20



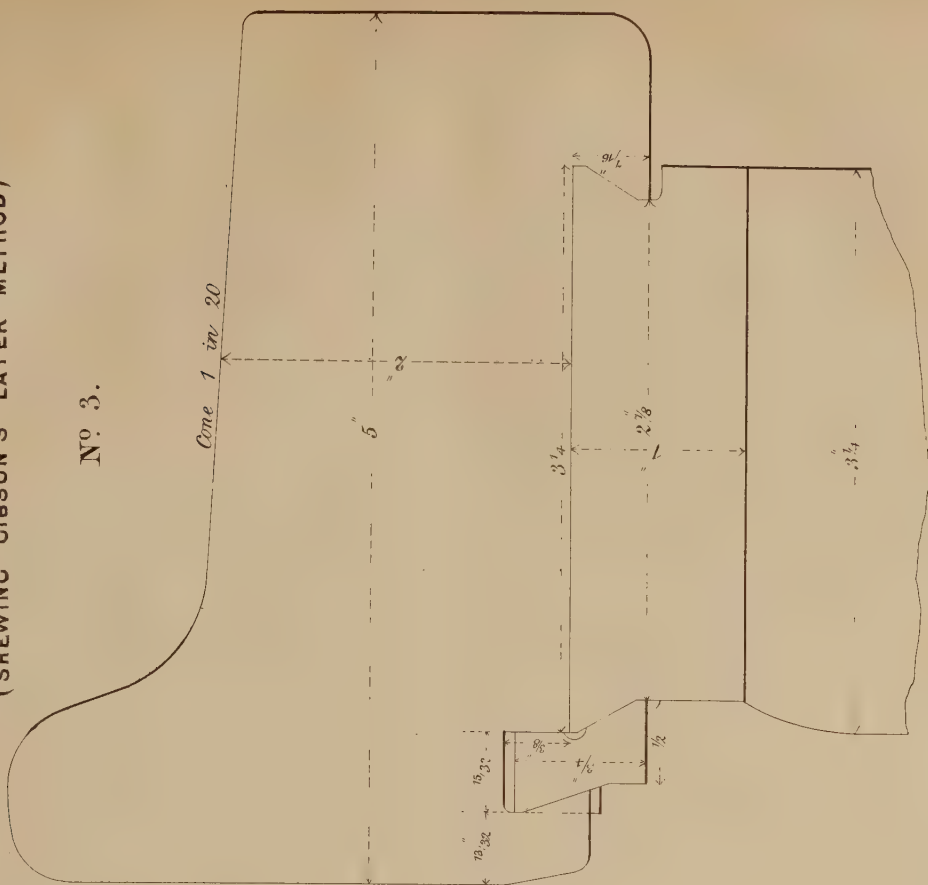
Nº 2.



Red shows before running

FULL SIZE SECTION OF TYRE & RIM (SHEWING GIBSON'S LATER METHOD)

Nº 3.



GREAT WESTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 22nd April 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Great Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by them to inquire into the circumstances connected with the accident which occurred to a passenger train near Pangbourne on the 21st ultimo.

*The Secretary of the
Great Western Railway
Company.*

I am, &c.

JAMES BOOTH.

*Board of Trade
(Railway Department),
Whitehall, 18th April 1865.*

SIR,

In compliance with the instructions contained in your minute of the 1st instant, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the Great Western Railway near Pangbourne on the 21st ultimo.

The 12.50 a.m. express train from Bristol to London left Bristol punctually on that morning, and travelled in due course to Didcot, joining the South Wales train as usual at Swindon. It left Didcot at 3.8, eight minutes late, consisting, in the following order, of an engine and tender, a second class (break) carriage, a first-class carriage, a second-class carriage, a luggage break-van, a second-class (break), a first-class, and a second-class (break) carriage. One guard rode in the second compartment of the break carriage next behind the tender; a second guard rode in the last compartment but one of the fifth carriage from the tender; and a third guard in the last carriage of the train.

This third guard "felt his carriage going over something on the line" about half a mile east of Goring, or 44½ miles from London. He noticed on looking out that the guard in the fifth carriage felt the same shock, and they both endeavoured, with the red lights of their hand-lamps, to attract the engine-driver's attention on the off side of the train. They also applied their breaks and released them suddenly with the same object, but without success until they had gone a considerable distance beyond Pangbourne. They saw fire flying from some part of the train, and the ballast was thrown up against their carriages; but they did not hear any of the passengers shouting, or see any signals from them.

The engine-driver thought the train was going a little heavily through the Pangbourne cutting, but attributed it to the force of the wind, as it was a rough morning. He found it drag still more upon him east of Pangbourne, and he therefore altered the reversing lever of his engine, and "gave her another notch." He then looked round to see why the train was so heavy, and observed a red light hanging from it. After looking again, to make sure that it was not a lamp from a fixed signal, he pulled up his train, and brought it to a stand near the 39½ mile-post from London, or about two miles east of Pangbourne. He could see nothing wrong with the train before it stopped, but he heard some sailors shouting as he was pulling up.

The guard who rode in the carriage behind the tender was preparing his bills and parcels for Reading, and did not know that anything was wrong until the engine-driver sounded the break-whistle east of Pangbourne. He then looked out and saw a carriage behind him with its end drooping, and the ballast flying. He looked out first at the near side of the carriage, and afterwards, when he had fastened his

break on, at the off side, but he did not hear anything from the passengers.

Sir Charles Fox and Mr. Alfred Williams, C.E., who were returning from Newport, Monmouthshire, rode together in the third compartment of the second carriage; and Sir Charles Fox was awakened after leaving Didcot by a sudden and very violent jump in the carriage. It appeared to him that the off trailing wheel, over which he was sitting, had broken, and that the near wheel opposite to it was running over the heads of the fang-bolts. The off side of the carriage was considerably depressed, and it got lower and lower as the wheel broke to pieces. It further appeared to Sir Charles, after they had run about a mile, that the near wheel got on the rail again; and about two miles beyond that point, as there was increasing noise and depression of the off trailing part of the carriage, he decided upon doing his best to stop the train. He accordingly put his head out of the window, and shouted loudly, and he asked the passengers in the other compartments of the carriage, who also looked out, to join him in shouting. They made a great uproar, and the train was shortly afterwards pulled up, though not in consequence of this noise, but for the reasons previously stated.

The night policeman at Pangbourne had only acted in that capacity for about five weeks. He saw fire flying from under the wheels of the carriages as the train passed him at 3.38; but he had no time to turn on a red light, or to attract the attention of the engine-driver. He had a telegraph-instrument in his office, but he did not use it, because he knew that the train was due to stop at Reading. Thinking, however, that it might have been stopped between Pangbourne and Reading, he waited to see whether the passenger-guard would come back, and kept his signals at "danger" for 18 minutes. At 3.57 he turned his signals to "all right" again, and allowed the goods train from Gloucester to follow on the same line of rails. He afterwards heard the explosion of some detonating signals, and walked up the line. He met the guard of the passenger train returning to say that his train had broken down, and was told by him not to send any other trains forward until he received permission to do so by telegraph from Reading. He then called up the station-master, at 4.5 or 4.10, and was directed to telegraph to Reading for assistance.

As he met the guard, about four o'clock, he found the tyre of a wheel lying on the down line, 50 yards to the east of Pangbourne station platform. They removed it together to the side of the line.

When the train came to a stand (near the 39½ mile post), the trailing axle of No. 53, first-class carriage, was found to be in its place, but the off wheel was broken to pieces. The stumps of the spokes were not more than 6" or 7" long. The tyre, which had apparently ridden on the middle of the axle, and had marked the transoms, from the 43½ to the 41½ mile-post, had opened to the extent of 13 inches, and was somewhat altered in shape. Portions of the broken spokes were found lying, some on the up-line and some in the 6-feet space, between the 42¾ and 43 mile-posts. The key-ring of the tyre was found in the 6-feet space, between the 45¾ and 46 mile-posts, upwards of 6½ miles, therefore, from the point at which the train was brought to a stand.

The tyre, of which I enclose a section (No. 1) was reduced from 1½ to 1⅜ in thickness, and was fastened to the wheel by the system known as Gibson's patent. It gave way at the weld, which proved to be very defective, and the fastening which ought then to have prevented it from opening out and flying off the wheel failed to act. Section No. 2 shows the same tyre when new, and section No. 3, Mr. Gibson's later method of fastening, as now employed on the Great Western Railway. Comparing No. 1 with No. 3, it will be seen that greater security is afforded by the

later method, inasmuch as the dovetail on the inner side is in the opposite direction to that on the outer side of the wheel. But neither of those methods of fastening affords, in my opinion, so great an amount of security as those of Mr. Mansell and Mr. Brotherhood, of which drawings and descriptions were given in my general report upon tyre fastenings on the 17th January 1861. The former has been employed for many years with great success on the South-eastern and other railways, and the latter on the Great Western Railway.

The wheels on this axle were four feet in diameter, and received new tyres at Swindon in October 1858. Both tyres were turned up, and one was compressed, at Paddington in January 1862; and both were turned up and compressed at Paddington in March 1865.

This accident is, as well as that on which it became my duty to report a few days since on the same railway, a strong instance of the desirability of enabling the passengers to communicate with the guards, and the guards with the engine-driver of a train. In this case, the weld of the tyre, no doubt, gave way when Sir Charles Fox felt the sudden shock above described, some little distance west of the point at which the key ring was found. The carriage in which he travelled must, therefore, have run for more than $6\frac{1}{2}$ miles in a disabled condition; and even then it was a mere chance that the engine-driver's attention was

directed to it. Not only were the passengers powerless, but the guards themselves were, two of them, vainly endeavouring to make signals to the engine-driver for a considerable period, during which much risk was incurred.

I would again beg to refer to my recent special report to their lordships on the subject of inter-communication in railway trains; and I would only add here, in conclusion, that much danger of another description was occasioned to the passengers in this train, in consequence of the telegraph between Reading and Pangbourne having been made no use of, after the Pangbourne policeman had noticed that it was in a disabled condition until it came to a stand. It would have been no more than common prudence if he had telegraphed to Reading, which station the express train was due to reach in eight minutes from Pangbourne, to ascertain whether that train had arrived, instead of allowing the Gloucester goods train to follow 18 minutes after it without obtaining that information, because the guard, whom he half expected to see coming back to protect it, had not reached him up to that time.

I have, &c.

H. W. TYLER,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 5th April 1865.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 21st January near Daubhill on the Bolton branch of the London and North-Western railway.

I am, &c.

*The Secretary of the
London and North-Western
Railway Company.* JAMES BOOTH.

*Board of Trade,
(Railway Department),
Whitehall, 31st March 1865.*

SIR, I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 28th of January, the result of my inquiry into the circumstances which attended the collision that occurred on the 21st January, between a passenger train and a coal train proceeding in opposite directions on the single line of railway of the Bolton branch of the London and North-Western Railway, when the driver and fireman of the coal train and a coal trimmer riding on the passenger train engine were killed, three other servants of the company were injured, two of them seriously, and 12 of the passengers that were in the train, in fact nearly all that were in it, were injured, some of them very seriously.

The Bolton branch is an old line of railway with some very steep inclines on it, which now belongs to the London and North-Western Railway Company, but which was formerly a mere colliery line. It is single throughout its whole length of $9\frac{3}{4}$ miles, but the railway company are now engaged in doubling about $1\frac{1}{2}$ miles of it, between the junction with the Manchester and Liverpool Railway at Kenyon and

Bradshaw Leach where a single line from the Eccles, Tyldesley, and Wigan double line joins the Bolton branch. One of the colliery owners, Mr. Hulton, works his own engine and trains over a portion of this branch line, but it is understood that his servants are governed by the London and North-Western regulations. Mr. Hulton was one of the passengers in the train on this occasion, and was hurt.

The traffic is worked over the greater portion of this branch line with the assistance of the electric telegraph, and on the block system, so that no two trains are intended to be on the length between any two adjacent stations at one and the same time. This system of working was introduced on the 1st September last, when the new line between Eccles, Tyldesley, and Wigan was opened for public traffic. The trains are mostly run in accordance with a printed time table, and the traffic is described as being so regular, that it is seldom necessary to depart from the order in which the trains are appointed to follow and pass each other at the different stations.

On this occasion, however, the coal train was running out of its usual course.

Including Bolton and Kenyon Junction, there are no less than 13 telegraph stations on this branch line, and for the purpose of signalling from one station to another, each station is furnished with a needle instrument to give the signals, and also with a bell worked by a separate wire to call attention. The regulations for the telegraphic signalling of trains and engines and sending forward the traffic have been well considered, and if rigorously carried out would have prevented a collision from taking place. I enclose a copy of these regulations which, shortly stated, render it necessary before a train is started from any station to an adjacent one, for the signalman to ring the bell, and to ask "Is the line clear?" "May the train start?" and to be replied to by the bell, and by the repetition of each question, by duplicating the actual signals given before the signalman is authorized to give the signal "Train on line," which is acknowledged from the station to which the train is proceeding, by the needle being blocked over to the left by the other signalman by means of a pin; and then, and not till then, according to these regulations, is the train permitted to proceed.

The collision occurred between Chequerbent station and Daub Hill crossing. Chequerbent is about $6\frac{1}{2}$ miles and Daub Hill crossing about $8\frac{1}{2}$ miles from Kenyon Junction.

Not quite half way between Chequerbent and Daub Hill crossing there is an intermediate telegraph station at Hulton's siding, which is not a passing place for trains, and is only used during the day till a little after 5 o'clock, and is then closed, and the telegraphic communication is then made direct between Chequerbent and Daub Hill level crossing signal station. It is stated to be the practice, although not prescribed by the regulations, for the signalman at Hulton's siding to transmit the telegraphic signals which he receives, either from Chequerbent or Daub Hill crossing respectively, on to the other of those stations, and to receive an answer before he replies to the questions "Is the line clear?" "May the train start?" which he had first received, and this practice is necessary, because there are no means provided at Hulton's siding for trains to pass each other when proceeding in opposite directions without interfering with Mr. Hulton's siding.

The circumstances which preceded the collision are as follows:—The 12 o'clock Liverpool up passenger train left Chequerbent station for Bolton (after being properly telegraphed forward from Chequerbent to Hulton's siding, and from thence to Daub Hill crossing) about 1 h. 42 m. P.M.; it is said to have passed Hulton's siding at 1 h. 45 m., and Daub Hill crossing a few minutes before 2 o'clock, but the signalman there says he did not look at his watch to note the time.

The station-master at Chequerbent and the signalman at Hulton's siding agree in stating, that on the arrival of the next up passenger train (the Tyldesley train) at Chequerbent, it was duly telegraphed forward from Chequerbent to Hulton's siding, and the signalman at Hulton's siding says he telegraphed it on to Daub Hill crossing, and was signalled back by the Daub Hill crossing signalman that the "line was clear," and that the "train might start;" that he telegraphed these signals back to Chequerbent, and was told in reply that the "train was on line," and then he pinned the Chequerbent needle over, and telegraphed "train on line" to Daub Hill crossing, and had his own needle pinned over by the Daub Hill crossing signalman. But these statements are altogether at variance with that of the Daub Hill crossing signalman, who asserts that he asked the signalman at Hulton's siding if the "line was clear," and if the "train might start?" and was answered in the affirmative, and then he telegraphed "train on line," and his needle was then pinned over by the signalman at Hulton's siding, and the coal train which had been stopped, and stood in the siding between Daub Hill crossing and Daub Hill station, and which should have been shunted at Chequerbent for the 12 o'clock Liverpool passenger train to pass it on its way to Bolton at 1 h. 30 m. P.M., was then permitted to leave Daub Hill crossing on its way to Chequerbent and Kenyon Junction.

The Tyldesley up passenger train and the 1 h. 15 m. P.M. down coal from Bolton to Liverpool thus respectively authorized, according to the statements of the signalmen at Hulton's siding and Daub Hill crossing, to proceed on towards Daub Hill and Hulton's siding, went on their way, and came into collision with each other under an over-bridge about half way between Hulton's siding and Daub Hill crossing, on a portion of the line where there is a cutting and on a curve, so that they could not be so much as 150 yards apart when the trains first came in sight of each other. Both trains are represented as travelling about 15 miles an hour, and there was no time to make any sensible abatement in the speed at which they were travelling before the collision took place.

Both the engines were tank engines, and both were very unnecessarily running with the trailing wheels in front; and the result of the concussion was that the two engines were both thrown off the rails and inter-

locked with each other. The driver and fireman of the passenger train jumped off and escaped with their lives; the coal trimmer remained on the engine and shared the same fate as the driver and fireman of the coal train, who also remained on their engine, and were killed by the smashing up of the end frames of the two tank engines. The guard of the passenger train was riding in the break van next to the engine. This van had two of its compartments broken to pieces so that it is wonderful that he was not killed. The remaining vehicles in the Tyldesley passenger train were not very much damaged.

The coal train consisted of about 12 loaded and 10 empty waggons. Three of these waggons were badly broken, and some others had the bodies shifted on the frames.

The collision took place a little before two o'clock.

Immediately after it had occurred, a farm labourer, who heard the crash, ran to the spot, and was sent to Hulton's siding to tell the signalman there to stop all up trains, as there had been a collision. He found the signalman outside his cabin and on the line, and he told him that two trains had met, and the signalman enquired what trains? The labourer told him the train that had gone down from Daub Hill. The signalman said he could not tell how it had happened, for he had telegraphed to the signalman at Daub Hill crossing that the train was coming, and the other signalman had telegraphed back to him that the "line was clear." The labourer stated that the signalman at Hulton's siding took him into his cabin, and showed him his instrument and that it was blocked, and he took hold of the handle and tried to move it, but it was fast. He, the farm labourer, did not touch the instrument or the handle; he correctly described the position of the instruments in the cabin, and he said the signalman took hold of the handle of the centre one that was marked Daub Hill, and he saw him try to move the handle; he observed a pin hanging down on the left side of that particular handle, and that the needle of this instrument was upright, and he also observed that the needle of the instrument marked Chequerbent was to the left, and the pin was in that handle. Now, if this testimony be correct, it proves that the signalman at Hulton's siding had pinned the Chequerbent needle over to the left, when the signal "train on line" was given from Chequerbent, but that he had not pinned the Daub Hill crossing needle over to the left, as asserted by the Daub Hill crossing signalman; and the signalman's assertion to the farm labourer that the line was blocked from Daub Hill crossing was consistent with his statement that he could not move it. The farm labourer must, however, either have been mistaken in supposing that the needle was vertical, or that the signalman could not move the handle of the Daub Hill crossing instrument, as the pin used to prevent the movement of the handle was, according to his own evidence, hanging down at the left side of the handle.

I consider this man's evidence, conflicting as it is in some respects, when taken in connection with that of the Chequerbent station master and signalman at Hulton's siding, as proving, almost conclusively, that the mistake by which the collision was caused, rested entirely with the Daub Hill crossing signalman. One thing is perfectly certain, that both parties cannot have told the truth, and it is unfortunate that no record of the times of departure of the trains, and also of that of the signals received by the telegraph had not up to the time of the collision, been kept, as these records would have thrown great light on the whole affair.

I regret to say that there are many circumstances connected with this collision that require to be commented upon.

1st. The fourth regulation for the telegraphic signalling of trains and engines issued by the general manager and telegraphic superintendent to which I have just referred, directs that the time at which "line clear" is received, the times of the departure of the train or engine, and time of receipt of the

signal of arrival at the next station, is to be carefully recorded in a book to be kept for that purpose. And if this had been done, satisfactory evidence would not only have been forthcoming to prove whether the signalman at Hulton's siding or at Daub Hill crossing had spoken the truth, but it is more than probable that the necessity for making such entries would altogether have prevented the mistake being made, and the collision would have been avoided; but no books have been supplied, and no records of the kind referred to have been kept. The signalmen are not to blame for this omission, and I do not learn that it was sanctioned by the general manager or telegraph superintendent, but it appears to rest with the district superintendent.

2nd. I have already stated that if the instructions for working the line had been rigidly followed, no collision could have taken place; but it is necessary to point out that in the working of traffic on single lines by the telegraph, it is mostly usual to adopt some additional precautions beyond those prescribed for the Bolton branch, in order to ensure safe working. Thus, on some lines of railway, whenever a change is made, by which two trains are directed to pass each other at a different station to that named in the working time tables, the order for the change is given by the superintendent of the district or some one person; and copies of the telegrams authorising the change are kept, and the engine-driver and guard are prohibited from leaving a station unless they are furnished with a copy of this telegram. On other lines of railway the change in the passing places is made by the respective station masters, by sending regular telegraphic messages through a speaking instrument; but in this case, as will have been seen, the change of passing place, and the mistake by which the collision was caused, was made by one of two signalmen.

3rd. The working of traffic on a single line by the telegraph is certainly less safe than by the train staff and ticket system. By the former method, the mistake of a single individual or a wrong reading of a telegram may lead to a collision, but by the train staff and ticket system this is guarded against, inasmuch as the driver and guard are required to take cognizance of the presence of the staff before they are justified in proceeding forward with a ticket.

4th. It is probable that changes in the passing places on the Bolton branch could not well be made by order of the superintendent of the district, but the present system of working should certainly not be continued and depended upon. It is quite right on account of the badness of the inclines, if for no other cause, not to allow two following trains to be on a length between two adjacent stations at the same time; but I would urge that the train staff and ticket system or a travelling porter should be made use of while the line continues single. And this brings me to the real source of this collision, which has occurred from continuing to work traffic on a single line that fairly requires a double line. Thus there are no less than 51 (up and down) trains passing over this portion of the Bolton branch daily, and I cannot make out that there is any single line in the United Kingdom on which anything like the same number of trains are run. The line should be doubled throughout without delay.

5th. The Daub Hill crossing signalman has to attend to the opening and shutting of the gates at this level crossing, in addition to the telegraphing of trains. The traffic on the turnpike road is stated to be very large, and he is employed for four days in the week during too long hours, extending as they do from half-past five a.m. until frequently after nine p.m. The duties of gateman and signalman at this crossing should be separated, and more reasonable hours of labour introduced.

6th. The frequent recurrence of collisions between trains when the traffic is worked on the block system

of telegraphing, by which large numbers of lives have been lost, points out the absolute necessity of introducing some additional precautions, even when the traffic is worked on a double line of railway. I have suggested, and believe it to be perfectly practicable, that every passing train shall be made to signal its own arrival at a station back to the last station it passed, so that the signalman shall not allow another train to follow until he has not only received the telegraphic signal from the other signalman, but also the signal by bell or gong from the passage of the preceding train itself at the station in advance. This would be an additional check, and tend to prevent a mistake being made.

7th. There is one other point to which I must call attention. When there is no necessity for it, and plenty of time to enable it to be done, I trust the directors of the London and North-Western Railway Company will instruct their locomotive superintendents to prohibit the running of tank engines with the trailing wheels in front. The three servants of the Company who unfortunately lost their lives on this occasion would in all probability have escaped with serious bruises if these two trains had been drawn by engines running with the leading wheels in front.

I have, &c.

*The Secretary to the
Board of Trade,
Whitehall.*

W. YOLLAND.

REGULATIONS FOR THE TELEGRAPHIC SIGNALLING OF TRAINS AND ENGINES.

1. Before permitting a train or engine to start from Station A, the bell must be rung and the needle must be moved steadily to and fro, so as to call the attention of Station B, to which the train is to proceed.

Station B will ring in reply to station A, and will hold the needle over for a moment to show that his attention has been obtained.

Station A will then give four distinct beats of his needle to the right, signifying "Is line clear?" If the line is clear Station B will respond by repeating the same number of beats also to the right. Station A will thereupon give two beats of the needle in the same direction (to the right) signifying "May train start?" and permission for the train or engine to start will be given by Station B repeating these beats, signifying "Train may start."

Station A will then at once give two beats of the needle to the left, indicating "Train on line," to which Station B will respond by blocking the needle over in that direction, keeping it so blocked until the train has arrived at his station.

No train or engine must be permitted, under any circumstances to start from a station until the needle has been blocked over to the left, "Train on line," by the station to which the train is about to proceed.

On the arrival of the train or engine at Station B the needle is to be unblocked, and one beat of the needle to the right, intimating such arrival, is to be given to Station A, which Station A will acknowledge in the same manner.

2. If when Station A signals to Station B "Is line clear" the line is not clear, Station B must reply by giving four beats of the needle to the left, signifying "Line blocked," and when the obstruction is removed, the bell must be rung to Station A, who will then proceed to signal the train as above ordered.

3. Before giving "Line clear," the signalman must always satisfy himself that the line is not only free from the ordinary trains, but also from any special trains, ballast trains, trucks, or other obstructions, and that no train has been divided or has broken away.

4. The time at which "Line clear" is received, the time of departure of the train or engine, and time of receipt of the signal of arrival at the next station, is to be carefully recorded in a book to be kept for that purpose.

5. In the event of the telegraph being out of order over any section of the line, the drivers and guards must be informed of the fact in order that they may use the necessary increased caution in proceeding over such section.

W. CAWKWELL,
General Manager.

Euston Station,
London,
August, 1864.

S. M. MARTIN,
Telegraph Superintendent.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade,
(Railway Department),
Whitehall, 17th May 1865.

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the directors of the London and North-Western Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred on the 22d March last at Heaton Lodge Junction, on the London and North-Western Railway.

I have, &c.,

JAMES BOOTH.

The Secretary of the
London and North-Western
Railway Company.

SIR,

No. 1, Whitehall, 10th May 1865.

IN compliance with the instructions contained in your minute of the 31st March last, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 22d of that month, at the Heaton Lodge Junction, on the London and North-Western Railway.

A branch of the London and North-Western Railway from Huddersfield joins the main line of the Lancashire and Yorkshire Railway at the above junction, which is passed by upwards of 200 trains daily, and which is also an important goods station. It is provided with a high junction stage and double semaphore signals, and the junction points and main signals are worked from the stage with Saxby's locking apparatus. There are sidings, as will be seen by the enclosed diagram (with which the general manager of the London and North-Western Company has been so good as to supply me), connected with both main lines, and there are cross-over roads between the two main lines, and between the up line and the up sidings. The shunting at the junction, or near it, is described as being almost incessant.

The junction is under the control of signalmen appointed by the Lancashire and Yorkshire, but paid by the London and North-Western Company. It is owing, I am informed, to some difficulties on the part of the Lancashire and Yorkshire Company that the siding and crossing points have not yet been connected with the junction stage.

The approach to the goods station from Huddersfield is on a curve and through a cutting, so that the view is obstructed until a train is comparatively near the station.

On the day in question a goods train left Stockport at 7:30 a.m., and reached Heaton Lodge Junction at 11:25 a.m. on its way to Leeds, consisting of an engine and tender, 16 waggons, and a break-van. The foreman shunter, Brooke, who was in charge of the goods station, after making one shunt with it, to put some waggons intended for Normanton into the middle siding, placed it in the siding next to the down line; and he said to the goods guard, "Stay in the siding, as there are two passenger trains to pass before you can do any more."

Brooke then went into the Leeds (another down) siding, to look over the waggons which the goods train was to take forward; and he afterwards told the goods guard again that he was to remain in the siding for the two passenger trains, and went forward, past the junction, to the up sidings. He had left the Stockport goods train about 20 minutes (during which time one of the passenger trains referred to passed), and had made two or three shunts with an up goods train (the 12 noon train to Heaton Norris) when he heard the junction signalman call out—"What's that man coming out of the siding for, as the passenger train is coming?" He therefore ran

towards the Stockport goods driver, who was in the act of coming out upon the down line, and told him to put back into the siding, running to hold the points in readiness for him to do so.

But as soon as he reached the points he heard the passenger train approaching; and, looking over the waggons, he saw the passenger engine come into collision with them while the goods train was fortunately still in forward motion. Two of the waggons were completely broken up, and three others were damaged. Neither the passenger engine nor the carriages left the rails. The left end of the buffer-plank of the engine was, however, broken off, and the framing was grazed; the axle-boxes of the tender were broken; and the steps and axle-boxes were knocked off from some of the carriages. One female passenger only is stated to have been slightly injured.

The signalman who was in charge of the junction has died since the accident, but the shunter, Brooke, states that he had himself, under the belief that the goods train would remain in the siding, waved his arm to him to intimate that all was clear for the passenger train to pass; and Brooke adds that the signalman told him after the accident that the goods train was still in the siding when he lowered his signals to allow it to pass.

The engine-driver of the passenger train, who had left Manchester at 10:41, eleven minutes late, for Leeds, found the distant signal from the Heaton Lodge Junction at danger, and saw it lowered in reply, apparently, to his whistle. He therefore turned on his steam again to proceed to the junction, and was passing round the curve on which it is approached at a speed of about 15 miles an hour, when he suddenly saw the waggons of the goods train in motion in the down siding. He had only time to slacken his speed to about six miles an hour before the collision occurred.

The engine driver of the goods train admits that Brooke, the shunter, told him to go into the siding until a passenger train then due had passed. But he denies having heard Brooke say anything about more than one train. And he states that when the Lancashire and Yorkshire train for Normanton had gone by, his own breaksman waved his hand to him as a signal to come out of the siding, and to go on with his shunting. He adds that he looked up at the junction signals before he moved out of the siding, and saw they were at danger; that he had already reached the main line with five or six waggons when he saw the junction signal lowered for the passenger train; that when he heard the engine-whistle and saw that train coming he saw that it was then too late for him to set back into the siding; and that he therefore continued to move forward, hoping to get his train out of the siding, and out of the way of the passenger train. He was aware, however, that there were two passenger trains to pass, and that the train which came into collision with his waggons was overdue; but he thought that the breaksman was going, perhaps, to turn him from one siding into another, and that there would be time for that operation between the passing of the two trains.

The breaksman admits that the shunter, Brooke, informed him that there were two passenger trains to pass, and that the goods train was to remain in the siding, and he denies that he gave the engine-driver a signal to come out upon the main line. It is pretty clear, however, that he not only did so, but also excused himself for doing it, by saying, in the first instance, after the accident, that he understood there was only one train to pass.

The blame of the collision rests evidently upon this man, who has been dismissed from the company's service, and upon the engine-driver, who has been also punished. But it is very desirable that a signal should be supplied, specially for the down sidings, and be worked from the junction stage, in order that

the signalman may have the means of distinctly preventing an engine-driver from leaving these sidings, or permitting him to do so, according to circumstances. And I recommend that a similar signal be applied for the control of trains in the up sidings, as well as that the points of the cross-over roads referred to at the commencement of this report, and marked A. and B. respectively in the diagram, be worked from the junction stage; that good means of intercommunication, say by discs and bells, be supplied between the goods station and the junction stage; that the signal marked K. be moved nearer to that stage, that it may be visible to the signalman in fog as well as in clear weather; that a second high signal be provided at the junction for the London and North-Western branch,

to take the place of the comparatively low signal now used for that branch; that the new points and signals be connected with the locking apparatus; and that telegraph instruments be furnished for the working of the trains in three different directions, namely, to Bradley Junction, Cooper Bridge, and Mirfield, for the better protection of this important junction, at which there have previously been numerous collisions of a more or less serious character.

I have, &c.,

H. W. TYLER,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

NORTH-EASTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 3rd May 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the North-Eastern Railway Company, the enclosed copy of the Report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the explosion of the boiler of a mineral engine at the Coxhoe Station on the 20th March last.

I am, &c.

*The Secretary of the
North-Eastern
Railway Company.*

JAMES BOOTH.

*Newcastle on Tyne,
26th April 1865.*

SIR,

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 10th instant, I have inquired into the circumstances which attended the accident that occurred on the 20th ultimo, in consequence of the explosion of the boiler of a locomotive engine, at the Coxhoe Station of the North-Eastern Railway.

The engine in question, No. 122, left Hartlepool at 6 a.m. on that day, with a train of 22 waggons of ballast, for Thinford, near Ferryhill; and on the arrival of the train at that place, the ballast was thrown out to form a new siding for some iron works. The engine then got round the waggons to return with them empty to Hartlepool.

The train had proceeded as far as Coxhoe on the return journey when the engine-driver found that there was a coal train in front of him, while a passenger train was nearly due behind him. He therefore sent his fireman back to hold the points of a cross-over road, through which he proposed to back his train to the other line of rails. But when he had pushed a few waggons back through the points, he observed that the coal train was going ahead, and he called the fireman back to him, and said "We'll follow the coal train away." The fireman returned to the engine as the engine-driver for some purpose left the foot plate; and he was in the act of pulling down coke from the tank, before making up the fire, when the explosion occurred.

He heard a great noise, but felt very little shock. His coat was burnt and his arm scalded, but he was not otherwise hurt. He cannot speak as to the exact position of the engine-driver at the time of the explosion, but he found his body lying on the other line of rails immediately afterwards, on the left of the engine, which was tender first, or on the right of the train, looking towards Hartlepool. The unfortunate man must have been on the ground at that side of the engine, and in a position therefore to suffer from the full force of the explosion. He had a cut on the back

of his head, and his face was terribly scalded. He was killed on the spot.

This engine was manufactured by Messrs. Thomas Richardson and Son of Hartlepool, and was delivered to the Company in June 1851, when it commenced work. The diameter of the cylinder was $14\frac{1}{2}$ inches, and the length of the stroke 20 inches. There were six wheels, 4 feet 6 inches in diameter, all coupled together. The barrel of the boiler was 10 feet long by 3 feet 6 inches in diameter, and it contained 114 tubes two inches in diameter.

After the engine had run 115,272 miles, the copper fire-box was renewed in March 1859. It ran a further distance of 42,119 miles up to June 1861, when the shell was examined and a new set of tubes were inserted; 50,270 miles up to August 1864, when it was again examined, found to be still in very good condition, and provided with another set of tubes; and 9,039 miles up to the date of the explosion, making a total of 216,700 miles.

There had been expended upon it,—

	£	s.	d.
For ordinary repairs	-	-	1,112 11 2
For renewals	-	-	1,339 13 2
Total	-	-	£2,452 4 4

or about $2\frac{3}{4}d.$ per mile.

There were two safety valves, each 4 inches in diameter, feruled to a pressure of 90lbs. to the square inch, and a Smith's pressure gauge. The engine had been blowing off hard in the morning, in going up the Haselton incline (of 1 in 33,) up which it was assisted by another engine, but was only blowing off slightly when the explosion occurred. The fireman had noticed that the pressure gauge marked 80lbs. ten minutes previously.

The barrel of the boiler was constructed of 5 longitudinal plates, $\frac{3}{8}$ inch thick, with longitudinal seams, three of them under water, extending along the whole length of it. The rivets were $\frac{3}{4}$ inch in diameter, with a pitch of $1\frac{3}{4}$ inch. The greater part of it was cut to pieces before I had an opportunity of seeing it, but I am informed that there was no symptom of channelling along the edges of the seams, and that it opened through the rivet holes, from end to end, along the lowest seam on the left side of the barrel. The dome was thrown off by itself to the right of the engine (the north of the railway) for a distance of 170 yards, and was embedded in a ploughed field. The remainder lay as one plate, flattened out but with one corner turned up, 220 yards from the engine in the same direction. The inner and outer framing were fractured, the ends having remained attached to the fire-box, and the sides having been blown outwards and torn away from the fire-box. The crank axle was also fractured, and the driving wheels were blown outwards. The machinery was either blown away or broken to pieces.

The tubes, somewhat distorted, were almost all that remained attached to the fire-box to indicate what had been the shape and position of the engine.

The iron of which the barrel was composed had been manufactured and supplied to Messrs. Richardson and Son, by Thorneycroft, and was evidently common Staffordshire plate, unfit for such a purpose.

The construction of the boiler, though commonly employed at one period, was very objectionable; the longitudinal seams forming so many lines of weakness along the whole length of the barrel. I had occasion not long since to report upon the explosion of a boiler at Stella Gill, belonging to the same company, and similarly constructed; and I believe that all the locomotive boilers which have exploded on this line have been constructed on the same system. The company still possess about 100 boilers of this pattern, and it is exceedingly desirable that they should replace them by others of superior construction with as little delay as possible.

This is also an important case as showing a danger, which is not generally appreciated, of trusting to the plates on the lines of the rivet-holes in old boilers.

Explosions from failure in this way are of rare occurrence, because the thickness of a boiler diminishes more rapidly in ordinary cases at other parts than in

the lines of the rivet holes; and many engineers are liable on that account to allow a less margin of strength, after deducting for the area of the rivet holes, than is desirable. But looking to the actual strength of this boiler, in comparison to its working pressure, there must apparently have been defective workmanship (to which boiler work as ordinarily performed is always more or less liable) in addition to the employment of an inferior quality of iron, and to an objectionable system of construction in order to produce explosion.

I am glad to be able to report that the locomotive superintendent of the company has since this occurrence supplied a hydraulic pump to each of his outstations, for the purpose of testing his boilers at 50 lbs. above their ordinary working pressure when they undergo extensive repairs, or when there is any doubt about them.

*The Secretary
Board of Trade
Whitehall.*

I have, &c.,
H. W. TYLER,
Capt. R.E.

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 4th May 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, for the consideration of the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 4th ultimo in the Hartburn cutting on the Stockton and Darlington section of the North-Eastern Railway.

I am, &c.
JAMES BOOTH.

*The Secretary of the
North-Eastern
Railway Company.*

*York,
27th April 1865.*

SIR,

In compliance with the instructions contained in your minute of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 4th instant, between a passenger train and a mineral train, in the Hartburn cutting, on the Stockton and Darlington Section of the North-Eastern Railway.

The mineral train left Shildon, on the afternoon in question, for Middlesborough, consisting of an engine and tender, and 85 (chaldron) waggons of coal and coke. Including the engine and tender, it was about 280 yards long, and weighed about 300 tons. There was no van attached to it, but, according to custom, a second fireman rode on the engine to assist in shunting waggons, forming the train, holding points, and performing the duties of a breaksmen. It stopped at Darlington and Urleybrook; and at Preston Junction, 9 miles from Darlington, three of the waggons became detached by the fracture of the link of a chain coupling. These waggons having been re-attached to the train, the engine-driver proceeded forward for a couple of miles, at a speed of 10 miles an hour, till he lost six more waggons from the failure of a draw-bar. He stopped his train as quickly as he could, indicated by means of his steam whistle to the signalman at the Hartburn Junction (which he was approaching) that something was wrong, and sent back his fireman to warn the driver of a passenger train which was nearly due; and he then

towards the loose waggons. As he approached them, however, he saw the steam of the passenger train in the distance; and he therefore brought his train to a stand again, and started it once more in forward motion, in the endeavour to get out of the way.

But the passenger train first struck the six loose waggons at a speed of perhaps 30 miles an hour, and then, impelling them forward for about 25 yards, caused a second collision at the end of that distance against the mass of the train. Seven of the waggons were much damaged, though all but four went forward after the collision; neither the engine nor any of the passenger carriages were thrown off the line; none of the latter were damaged, and fortunately only four of the passengers complained of slight injury.

The passenger train left Darlington at 4.3, eight minutes late, for Saltburn-on-the-Sea. It stopped at Preston Junction, and the engine driver was afterwards proceeding at some 45 or 50 miles an hour, about 2 miles beyond that junction, when he saw the Hartburn distant signal, which was some little distance in front, or on the east, of the loose waggons, at danger. He prepared to pull up, ordered his fireman to apply the tender break, and whistled for the guards' breaks. When he was within 270 yards of the waggons, he saw a fireman from the mineral train signalling to him to stop, on which he reversed his engine and turned on his steam. The waggons themselves were not visible to him for more than about 180 yards, in consequence of a curve in the line and a high hedge at the side of it.

After doing what he could towards pulling up, he jumped off his engine, leaving his fireman, and the superintendent of police, who had been riding with him from the Preston Junction, upon it.

A second signalman has been placed, since this accident, at 800 yards to the west of the Hartburn Junction, with a distant signal further to the westward than that which (though on the wrong side of waggons) first attracted the attention of the engine-driver of the passenger train. But this does not appear to be all that is required. There are 68 trains running on this portion of the line daily in each direction, and in illustration of their different rates of speed, I need only point out that of the two trains referred to one was travelling at 45 or 50, and the other at 10 miles an hour. Considering their number, their relative speed, and the liability of such long coal trains to lose waggons or to become disabled on their journeys, in foggy as well as in clear weather,

I have no hesitation in strongly recommending that a system of working the trains by the aid of the telegraph, and of thus securing intervals of space between them, be put in force.

Another point to which it is my duty particularly to refer, is the want of a break-van in the mineral train. The mineral trains on this part of the line are habitually run without break-vans, and the consequence is that the assistant fireman, who is attached to them as a sort of substitute for a guard or breaksmen, must necessarily ride either on a waggon or on the engine. In the present instance, he was obliged, after the six waggons became detached, to run back, first the whole length of the train (about 280 yards), and then the distance between the mass of the train

and the six loose waggons, before he could commence to go back for the protection of those waggons.

If on the other hand, he had been in a van behind the waggons, he might have run back at once, and probably have prevented the collision from occurring. For these and other reasons, such as the risk of waggons breaking away altogether, and running back while a train is ascending a rising gradient, it is most desirable that every train should be provided with a break-van behind it.

I have, &c.,

H. W. TYLER,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

SHREWSBURY AND HEREFORD JOINT RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 17th March 1865.*

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors and Lessees of the Shrewsbury and Hereford Railway, the enclosed copy of the report made by Captain Tyler, R.E., on the circumstances connected with the explosion of the boiler of a locomotive engine at the Leominster station on the 12th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Shrewsbury and Hereford
Joint Railway Company.*

Sir,

No. 1, Whitehall, 14th March 1865.

IN compliance with the instructions contained in your minute of the 21st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 12th ultimo, at Leominster on the Shrewsbury and Hereford Joint railway, in consequence of the explosion of the boiler of a locomotive engine belonging to the Great Western Railway Company.

This engine, No. 108, left Hereford at 1.25 a.m. on Sunday the 12th February for Birkenhead, with 5 empty cattle waggons, 13 trucks loaded with goods and minerals, and a break-van. On reaching Leominster at 2.10, the driver shunted off the cattle waggons, filled his tank with water, and set back again to his train; and as soon as the engine was coupled on to it he drew it forward to the station platform. He then turned the steam into the tender, and, getting off his engine, went back about 12 yards to the pointsman to ask him for permission to start. The pointsman replied, "It wants two or three minutes of your time;" and at that moment the boiler exploded.

No. 108 was a six-wheeled engine, with leading wheels 3 ft. 6 ins. in diameter, and driving and trailing wheels, which were coupled together, 5 ft. in diameter. The weights on these wheels were:

		tons.	cwts.	qrs.
Leading	-	9	8	2
Driving	-	9	5	2
Trailing	-	8	4	0
Total	-	26	18	0

The cylinders were 15 in. in diameter, with a stroke of 24 in. The barrel of the boiler measured 3 ft. 8 in. inside diameter, and was 10 ft. 6 in. long. There were two safety valves, each 3½ in. in diameter,

provided with ferrules, of which the levers were screwed down to 120 lbs. on the spring balance, the pressure per square inch at which the engine was ordinarily worked. There was no pressure gauge, as the engines of the Great Western Company have not yet been generally supplied with those important auxiliaries to safety, though the present locomotive superintendent of the Company is, I understand, applying them as quickly as he can get the engines into the shops.

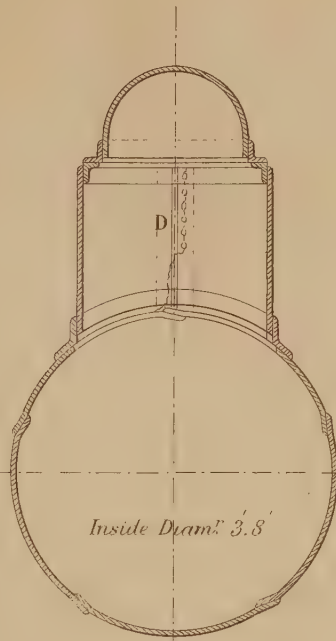
This engine was constructed by Messrs. Hicks, of Bolton, and delivered to the Birkenhead Railway Company in March 1849; and it was taken over by the Great Western Railway Company on the 1st December 1860. It has performed the following duty:

	Miles.
March 1849 to November 1851, on the Birkenhead Railway	21,850
November 1851 to March 1853, on Shrewsbury and Chester Railway (to which it was lent)	22,255
March 1853 to November 1860, on Birkenhead Railway	79,033
December 1860 to 24th April 1861, on Great Western Railway	4,643
19th April 1862 to 12th February 1865	50,756
Total Mileage	178,537

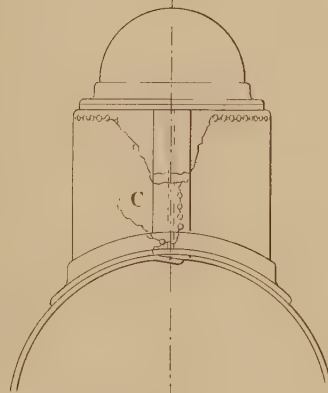
In November 1860 it was sent to the Vulcan Foundry to be converted into a coal-burning engine, and at that time a belt, 7 ins. wide by 1½ in. thick, was added round the middle of the barrel. But a space of an inch and a quarter was left between the plates of the barrel under the belt; and the result was, as might have been expected, that extensive furrowing occurred in the belt at the bottom of the barrel near the edges of the plates.

After running 4,643 miles in the state in which it was sent out from the Vulcan Foundry, the engine, not working well, was taken into the shops; and it was reconstructed between April 1861 and April 1862, though without any alteration to the shell of the barrel of the boiler. It had only run 50,756 miles, as already stated, after this reconstruction, when it exploded.

The results of the explosion, and the lines of fracture in the barrel, are shown in the accompanying diagrams, with which the locomotive superintendent of the company has been so good as to furnish me. The leading half of the barrel was blown into seven large pieces and two small ones. There was a deep furrow along the edge of the lower longitudinal seam on the right side, and there was a crack extending partly through the metal along the edge of the upper longitudinal seam on the same side, but strange



SECTION



SECTION

to say the lines of fracture had not taken advantage of those lines of weakness, and the plates remained united at those places after the explosion. The angle-iron next the smoke box was partly torn through the rivet-holes, and partly torn away from the smoke box by the heads of the rivets being pulled through the rivet holes, in some cases of the angle-iron, in other cases of the smoke-box itself. The dome was blown into several pieces, and the funnel was thrown off. The framing on the right of the engine was fractured, as well as the connecting rod; and the motion-rods were blown downwards and damaged. Portions of the plates were blown against the station-building on the left, and the front wall of the booking office above the window of the waiting room was shaken. The station-master and his family were fortunately in the back rooms of the building, but one of these rooms, in which his children were sleeping, was damaged. The windows and doors were broken in or forced open, and parts of the hand-rail from the left of the boiler were blown into the waiting room. Other portions of the plates were thrown off to the right against a carriage shed, which was destroyed; and one or two carriages standing in it were damaged. Portions of the top of the dome were blown back into a siding, and were found at 124 and 140 yards from the engine. The leading and middle axles were slightly strained.

The condition of the *débris* shows that fracture must have commenced at the under side of the belt, on the line marked YZ on the diagram of the right, and YZ¹ on that of the left side of the boiler, and the positions of the lines of fracture, as well as the damage done to the engine under the boiler, confirm that conclusion. The weakest part of the belt extended for 14 inches, and it gave way for rather more than that distance at the edge of the hinder plate. This belt was weakened with great rapidity by the joint results of chemical and mechanical action, in consequence of its having been improperly applied, as already stated, and of a space of 1½ in. having been left between the plates which it covered. If those plates had been brought properly together, so as to form a butt joint under it, it would have been a source of considerable strength to the boiler, in place of being, as has turned out, the means of its destruction.

It appears that this boiler was tested by hydraulic pressure in April 1862, and probably up to 170 pounds to the square inch, though there is no certainty on this point, and that it has not been so tested since that time.

I have, &c.

H. W. TYLER.

*The Secretary,
Board of Trade,
Whitehall.*

SOUTH DEVON RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 10th May 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South Devon Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the accident that occurred to a goods train on the 5th ultimo, near the Totnes Station.

I am, &c.,

JAMES BOOTH.

*The Secretary of the
South Devon
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall 5th May 1865.*

SIR,

I have the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of 7th ultimo, the result of my inquiry into the circumstances which attended the accident that occurred on the 5th ultimo to the 8.5 P.M. up through goods train, which got off the line, close to Totnes Station on the South Devon Railway, when the stoker of the train was killed on the spot, and the driver received such injuries that he did not live forty-eight hours, and a good deal of damage was done to the rolling stock.

This up through goods train, which consisted of a tank engine and 25 vehicles, two of which were break vans, with a guard in each van, one placed in the middle and the other at the tail of the train, left Plymouth at 8.16 P.M. It stopped at Laira, Ivy-bridge and Kingsbridge Road Stations,—at the latter place, for the purpose of taking water, and it left Kingsbridge Road Station at 9.44 and slowly passed the signal box at Rattery, the top of the incline falling towards Totnes Station, from which it is distant about 4½ miles, at about 9.54. It is stated that the train travelled down this incline, which varies from 1 in 48 to 1 in 90, at a speed of from 30 to 35 miles an hour, the guards having their breaks on, and the break on the engine is also said to have been applied occasionally.

The train passed safely through the Totnes Station at the foot of the incline, and the number of vehicles were counted by the policeman on duty, as the train passed through the yard, and had just got clear of the viaduct over the river Dart, when the whole of the train, with the exception of the last van, suddenly got off the rails, and after running a short distance, tearing up the up line of road, the engine diverged slightly to the right, and then tore up the down line of road, twisted sharply round, and rolled down the embankment of about 14 feet in height and turned completely over, and settled down, wheels uppermost and boiler below, in a ditch at the foot of the embankment on the south side of and parallel to the line, with the leading end pointing towards Plymouth. The water tank, which, in this class of tank engine is placed on the top of the boiler, had in the act of rolling over been torn completely off, and was thrown into the adjacent field, and alighted on its proper bed, at right angles to, and not far removed from the engine.

The driver and stoker were found lying on their backs between the rails of the down line just opposite to the place where the engine had rolled down the bank. The stoker was dead, but the driver spoke to the two guards, but apparently was not then aware of what had befallen him.

Some of the trucks were off the line to the left or on the north side of the up line of railway heaped upon each other,—others had forged ahead beyond the spot at which the engine had rolled down the bank, and others stood foul of the down line. Two of the trucks had the wheels swept from under their frames,—others had the upper bodies cleared off or entirely broken to pieces, and one was on its side,—while the longitudinal timbers and rails of the permanent way were torn out, and broken and twisted about in a remarkable manner.

Whatever may be the cause that produced the accident, it seems clear that after the engine got off the up line to the south or on the outside of the curve the right hand wheels successively encountered the longitudinals and rails of the down line, which offered so much resistance to its progress that it was canted round and then probably turned over from the speed at which it was travelling.

The axle of one pair of wheels was broken in two places close to the boss of each wheel, and in addition this axle was a good deal bent, as were also the axles of several other pairs of wheels, and no less than 10 out of the 25 vehicles, exclusive of the engine, were more or less damaged.

This portion of the South Devon Railway was opened for traffic as a single line in May 1848, and the up line on which the train was proceeding, was the one then used. The second line of rails was opened for traffic in January 1855.

The permanent way consisted of the longitudinals adopted on the broad gauge system of railways, the longitudinals being of the usual dimensions, but in lieu of cross transoms of wood at about 11 feet distance apart, the gauge was maintained by bent wrought iron transoms bolted to the under sides of the longitudinals, this description of permanent way having been adopted, as it was at first intended to work the South Devon Railway on the atmospheric system.

The first trace that could be discovered, after the accident had occurred, of any portion of the train having got off the rails, was found at the eastern end of a wooden viaduct of 6 spans carrying the line over the river Dart, where marks were found on 5 successive bolts used for fastening the right rail down to the longitudinal timbers, outside but quite close to the rail; about 20 feet further on than the mark on the first bolt, the right longitudinal timber was marked outside the right rail; a few feet beyond this last mark, traces of a wheel off the rail could be seen, inside the left rail on the longitudinal timber, and thenceforward there were continuous marks on both longitudinals showing that a wheel or wheels were off both rails. About 200 feet from the mark on the first bolt outside the right rail, another bolt was to be seen with a mark on it, inside the left rail, and there was a corresponding mark on the outside of the right rail on the longitudinal timber, opposite to the mark on the bolt, but these marks could not have been made by a pair of wheels running true to gauge. Fifteen yards further on, the up road was torn out, and a little more than 20 yards further the damage to the down road commenced.

The engine lay at the bottom of the embankment, about 160 yards from the mark on the first bolt. I understand the driver when restored to his senses is said to have stated, that he only felt three jerks, and these were probably caused by the dropping off and mounting the several longitudinal timbers.

There appears to have been no warning of any kind, before the train got suddenly off the rails. The head and second guard both state that they were not aware that anything was wrong before they experienced the very sudden stop, and also that they were engaged in taking off their breaks, after passing through the station yard, when it occurred.

I examined the portion of line from the bridge over the river Dart included, up to the point at which the permanent way had been torn out. It is level throughout, and according to the details supplied by the engineer when the line was inspected prior to its being opened for traffic, on a curve of 36 chains radius curving to the left. I was informed that the permanent way had not been interfered with since the accident, at that part of the line where the first marks were found. It was in fair order with some little irregularity in the gauge, which in fact was rather wide, and also as to the cant of the outside rail, which varies from $2\frac{1}{2}$ to $6\frac{1}{2}$ inches. The correct cant for a speed of about 40 miles an hour should be about 4 inches.

The engine which drew this train was a 6 wheeled coupled goods tank engine, with 17 inch cylinders and 24 inch stroke, and having wheels of 4ft. 9in. in diameter, and 7ft. 8in. distance apart between the wheels. The weights on the several wheels of this engine, which was nearly new, and commenced work last December and which was made by Messrs.

Slaughter Gruning and Co. of Bristol, had not been ascertained, but the weights of another engine made from the same drawings, were as follows:

	Left side.		Right side.	
	Tons.	Cwts.	Tons.	Cwts.
On the leading wheels	- 6	13	6	13
On the middle wheels	- 6	17	6	17
On the trailing wheels	- 5	13	5	13
	19	3	19	3

Total weight 38 tons, 6 cwt.

The engine still remained at the bottom of the embankment when I was at the spot on the 11th ultimo. The leading wheels were true to gauge, and the trailing ones nearly so, but the middle wheels had the crank axle slightly strained, to the extent of making the wheels half an inch wide of gauge on one side, and to a similar amount tight of gauge on the other side. None of the springs were broken, and the boiler has since been found to be uninjured.

The axle, which was found broken in two places, lay nearly opposite to the place where the engine ran down the embankment, it belonged to one of two trucks of the Bristol and Exeter Railway Company.

It was under either the second or the sixth truck in the train: the sixth truck was empty. I am informed that this axle was sent out in January 1863, under No. 64, second class carriage, but it cannot be ascertained by any specific record in the company's books, when it was transferred to a truck nor the amount of work it had done altogether. But by inference, it seems clear that it was under the sixth truck.

This axle is $4\frac{1}{2}$ inches in diameter through the wheel, and its form is decidedly faulty, as there are shoulders of from $\frac{3}{8}$ to $\frac{3}{4}$ of an inch deep immediately close to the boss of one wheel, and of about $\frac{3}{8}$ of an inch at the other. It was made by Messrs. Lloyd, Foster, and Co., according to Beattie's Patent for making axles. One of the fractures exhibited no appearance of fibre, but showed large sized crystals and a short quality of iron. The other fracture was somewhat more favourable, but had some appearance of a slight old flaw in a longitudinal direction that would not have materially impaired its strength.

One end of the broken axle appears to have been struck after it was broken.

From the marks on the bolts outside but close to the edge of the right rail at the end of the viaduct over the river Dart, I think it almost certain that they were made by the flange of the wheel of a truck, on which the weight would not probably exceed 2 or $2\frac{1}{2}$ tons, than by the flange of the wheel of the engine which would not have less than $5\frac{1}{2}$ tons weight on it, more especially as the flanges of the engine wheels are broader than the flanges of the truck wheels, and I do not think it possible that some of these marks could have been made by the flanges of the engine wheels as they were so exceedingly close to the side of the rail, and if the engine wheels had been off, I think corresponding marks should have been found inside the left rail.

The viaduct over the River Dart was originally constructed wholly of timber, with trussed beams resting on timber piles, but the abutments were of stone. These piles have been removed, and been replaced with stone piers, on which the trussed beams now rest. Each line of way is laid on longitudinal timbers, placed on six-inch planking, supported by the outside trussed beams, and also by a centre spring beam. The east opening of this viaduct is only of 23 feet 1 inch span in the clear, and the central trussed beam, which carries half the load of each line of railway, is supported in the centre by a prop from below. The deflection observed on the up line immediately under the wheels of an engine of the class that drew this goods train amounted to about an inch, a very considerable quantity for so small a

span, and I have no doubt that it was as much if not more on the other spans.

It is impossible to state with absolute certainty which vehicle first got off the rails at the end of this viaduct. My opinion is in favour of its being a truck, as stated above. Neither can it be said whether the truck with the broken axle was the one that first got off, nor, in that case, if the axle was broken before the wheel left the rails. But whether it was the engine that first got off, or a truck with or without an axle broken, it is impossible to disconnect the getting off of a vehicle from the spot at which the first traces of a wheel off the rails were found, viz., the end of the viaduct built of timber a large number of years since, and which is intended ultimately to be replaced by iron girders.

Except for the marks on the bolts to which I have referred I should have been inclined to think that the engine was first off the rails, but I see no reason whatever to attribute the getting off to any peculiarity of construction of the engine.

The probabilities in this case are also in favour of the axle of the truck having broken after the wheel or wheels got off the rails.

Taking the whole of the circumstances into consideration, and having watched engines and trains pass over this viaduct, I would recommend the Directors of the South Devon Railway Company, to lose no time in substituting wrought iron girders for the present trussed beams.

As regards the broken axle, it is to be regretted that all locomotive or carriage superintendents do not always insist upon the avoidance of any shoulders on the axles adjacent to the bosses of the wheels when making out their specifications for new axles, as these shoulders are almost universally admitted to be very objectionable; and the adoption of a collar on the inside of each wheel also seems desirable, according to a method introduced by Mr. Beatty of the London and South-Western Railway, to hold up the end of a broken axle.

I must not omit to mention that another man, a platelayer in the service of the Company, lost his life on this occasion, in consequence of injuries received after this accident had occurred. He had been sent up the line towards Newton, to relieve another man who had been sent out to stop the down express and a special train; and it is supposed, for nothing is positively known on the subject, that he was knocked down, and had his leg run over and broken, by a special train returning to Newton between one and two a.m. on the sixth ultimo. He was also injured in the hip, and was obliged to have his leg amputated, but he could give no account of the manner in which he met with those injuries. He died on the 11th ultimo.

I have, &c.,
W. YOLLAND.

*The Secretary,
Board of Trade,
Whitehall.*

*South Devon Railway,
Secretary's Office, Plymouth,
26th May 1865.*

SIR,

I have submitted to the Board of Directors of this Company your letter of the 10th instant, together with the enclosed report by Colonel Yolland in reference to the circumstances connected with an accident which occurred to the 8.5. p.m. goods train at Totnes on the 5th April last.

The Directors observe that Colonel Yolland recommends them to substitute wrought iron girders for the present trussed beams in the bridge over the river Dart, and I am instructed to inform you that the suggestion has been adopted, and that the Company's engineer has received instructions accordingly.

I am, &c.

L. J. SEARGEANT,
Secretary.

*The Secretary,
Board of Trade,
Whitehall.*

101

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of April and May

1865.

(PART THIRD.)

Presented to both Houses of Parliament by Command of Her Majesty.
June 1865.



L O N D O N :

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PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1865.

[*Price 1½d.*]

[3556]

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DUBLIN, WICKLOW, AND WEXFORD RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 6th June 1865.*

SIR,
I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the Dublin, Wicklow, and Wexford Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident that occurred at Bray Head on the 23rd April last.

I am, &c.
JAMES BOOTH.
*The Secretary of the
Dublin, Wicklow, and Wexford
Railway Company.*

*Dulwich Common,
27th May 1865.*

SIR,
IN compliance with the instructions contained in your minute of the 4th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending the accident that occurred on the 23rd ultimo, at Bray Head, on the Dublin, Wicklow, and Wexford Railway.

The 9 a.m. train, consisting of an engine and tender, a second-class and first-class saloon, two third-class carriages, and a guard break van, coupled in the order given, left Dublin for Enniscorthy at the proper time, on the morning of the 23rd April 1865. It proceeded all right as far as Bray, which station it left at 9:53 a.m., about three minutes late.

The line from Bray towards Delgany (which is the next station to the south of Bray) is on a rising gradient of 1 in 3500 and 1 in 2000, for the first 170 yards. The gradients for the next 1000 yards are much steeper, the greatest being 1 in 94; then there is a level of 100 yards. After which, the line rises by easy gradients to the second tunnel which is a little over two miles from the station.

Just before reaching the south or further end of the second tunnel, the first-class saloon carriage, which was the second carriage in the train, left the rails.

The guard of the train states that he perceived that this carriage was off the rails as he came out of the tunnel; that he put on his break at once and blew his whistle, as he had no other means of communicating with the driver. He cannot say whether the driver heard him, or when he shut off steam; but he saw the fireman looking back, when he was about half way between the mouth of the tunnel and a viaduct which is about 150 yards further on.

The driver states, that when he was about half way between the tunnel and the viaduct, he perceived that the first-class carriage was off the rails, but that he held on till he got over the viaduct and then gradually slowed and shut off steam, when he saw that the carriage which was off the rails was clear of the viaduct.

The train was brought to a stand 460 yards from the place where the first-class carriage left the rails.

The line between the tunnel and the viaduct ascends 1 in 550, the viaduct is 160 feet long and is built of wood. From this viaduct to a second smaller one, 133 yards further on, the line falls 1 in 1000. It then rises again on gradients of 1 in 450 and 1 in 900 for 180 yards, at which point the train was brought to a stand.

The engine that drew the train was a tender engine, with 15 in. cylinders and 22 in. stroke.

The weight on the pair of } 8 tons.
leading wheels was about }
driving " " - 10 "
trailing " " - 7 "

11756.

The first-class carriage, which was the only vehicle that left the rails, got off on the outside of a 14 chain curve. It was dragged for 460 yards with its left wheels outside next to the sea, and its right wheels between the rails. When stopped it remained in the same position. The buffers of the third-class carriage next behind it injured the back and the side panels of the rear compartment. The step, which struck the wing wall of the viaduct, was slightly injured, the front axle was bent and the leading and trailing axle boxes were broken. These injuries appear to have been the result of the accident.

I was informed that about 15 passengers were travelling in this carriage; 10 in the centre saloon compartment, and the rest principally in the rear compartment, the panels of which were injured. None are reported to have been hurt, but one lady has been ill since, from the fright.

The position of the passengers was fearful, as the accident occurred on the most dangerous part of the line, where it runs along the edge of the cliff, about 100 feet above the sea, and where, had the couplings given way, they must necessarily have gone over the cliff.

The carriage that got off the rails had only left the workshops about three weeks previous having had new tires to her wheels. Since the accident she had been sent back to the shops to have the wheels turned up and adjusted, &c. The following defects were admitted:—

That the leading axle was $\frac{1}{2}$ in. short of gauge; and that the flanges were sharp and deficient in thickness from $\frac{1}{4}$ th to $\frac{1}{8}$ ths of an inch. The bearing part of the tire was also too flat, being deficient about $\frac{3}{8}$ ths of an inch on the inner edge, and there was a hollow or dip in the tire of the leading off wheel close to the flange, for about $\frac{3}{8}$ ds the circumference.

The tires were Jackson's patent rolled tires, and should not have been used with such defects.

These defects in the wheels and leading axle, conjointly with an imperfect permanent way, and probably a speed of 20 miles an hour, were, in my opinion, the cause of the accident.

The permanent way on this part of the line consists now of an 80 lb. bridge rail on the outside of the curve and a 60 lb. rail inside. The rail is fastened with spikes and fang bolts to longitudinal sleepers, which are tied every ten feet with wooden transoms 6" x 4" bolted through to the longitudinalinals.

The rails on the viaduct are carried on longitudinal timbers 14" x 14" and the transoms are 14" x 7"; they rise clear above the small portion of ballast on the viaduct. Twenty-one of these latter and 84 of the smaller transoms, besides many of the bolts and angle irons, had been renewed when I visited the spot. None of the longitudinalinals had been renewed, but some of them were decayed near the place where the train was brought to a stand.

I was informed that the permanent way where the carriage got off the rails had not been altered since the accident, and it did not show any signs of having been moved. It was defective in that the outside rail was of much larger section than the inside rail, the joints were not opposite to each other, and formed angles from the rails not being bent to the curve; otherwise it was not in bad order.

The cant was $5\frac{1}{2}$ to 6 inches. The gauge, which was correct, but rather tight about 30 feet back from where the carriage appeared to have got off, was $\frac{3}{4}$ inch loose at the place where it dropped on to the longitudinal sleeper.

I could not detect any mark showing where the wheels mounted, but merely where they dropped outside the rail.

The inside of the rail, about 18 feet back from the marks on the outside, was defective from lamination, and the joint, about 12 feet from the laminated part was also slightly defective, but not, in my opinion, to such an extent as to cause the accident, unless the train was running at great speed, and combined with defective rolling stock.

The rate of speed between Bray and Delgany for the 9 a.m. train is 20 miles an hour, according to the time tables; but I was informed that the orders of the Company were, that no drivers should exceed 15 miles an hour in going round Bray Head.

The driver of the train to which the accident happened, admits travelling at the rate of 15 miles per hour at the time.

The guard says the speed was the same as usual.

One of the flagmen on the line stated it to be about 20 miles per hour.

Four of the passengers estimate it variously at 15 to 30.

Considering the time given for the journey between Bray and Delgany, I think the flagman's estimate of 20 miles per hour was probably about right.

The driver bears a good character, and appears to have acted with coolness on the occasion.

The line round Bray Head is for the most part cut

on the face of a cliff. The rock appears to be of a loose, dangerous nature. I was informed that very little had fallen for the last two winters, but on walking round a public footpath above the railway, I found some recent slips, and there will always be danger from this cause.

The company keep three men constantly on the line round Bray Head, whose duty is to walk the line just before each train is due. This gives a certain amount of security and probably the best, except that of covering the line. Good rolling stock and a substantial and perfect permanent way would have prevented the late accident.

If the viaducts were ballasted up to the level of the rails, it would be a further advantage, but the present wooden structures are not fit to bear such additional weight. I would advise a guard rail being fixed all round Bray Head; this, with good rolling stock and a more perfect permanent way, will no doubt add much to the security of the public on this part of the Dublin, Wicklow, and Wexford Railway.

I have, &c.

*The Secretary of the
Railway Department
Board of Trade.*

F. H. RICH.
Capt. R. E.

GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 25th May 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 17th ultimo at the Stratford Bridge Station on the North Woolwich Branch of the Great Eastern Railway.

*The Secretary of
the Great Eastern
Railway Company.*

I am, &c.
JAMES BOOTH.

*Board of Trade
(Railway Department),
Whitehall, 19th May 1865.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 1st instant, the result of my inquiry into the circumstances which attended the collision that occurred on the 17th ultimo between two passenger trains at the Stratford Bridge Station on the North Woolwich Branch of the Great Eastern Railway, when from 15 to 20 persons were injured. Only one, it is hoped, is injured at all seriously; and the greater portion were injured from jumping out of the carriages when they saw that a collision was likely to take place.

It appears that the North London Railway Company run trains from Chalk Farm to Stratford Bridge Station. One of these is appointed to leave Chalk Farm at 3^h 5^m p.m., and is due at Stratford Bridge Station at 3^h 38^m p.m., where the passengers all get out, and those proposing to go on towards North Woolwich, are taken on by a Great Eastern train, which is appointed to leave Fenchurch Street station at 3^h 25^m p.m., and is due at Stratford Bridge station at 3^h 42^m.

In the ordinary course and when trains are punctual to the appointed times, as soon as the North London train has reached the down platform, the passengers get out, and the train then runs ahead some 150 yards, and is shunted back into a siding

lying east of the down line, and the road is then clear for the Great Eastern train to enter the station and to proceed on its route to North Woolwich. But it sometimes happens, as on this occasion, that the North London train is late, and the Great Eastern train arrives at the Stratford Bridge Station before the North London train, and the practice then adopted is, for the passengers for Stratford to get out; the train is then moved ahead, towards the south end of the down platform, so as to afford room for the North London train, to occupy the centre of the platform, and at the same time to admit of the passengers for the North Woolwich Branch train, arriving by the North London train to get into the carriages of the Great Eastern North Woolwich train.

This portion of line is worked with the assistance of the electric telegraph, and on what is known as the Block System, by which no two trains are allowed on the same length of line, between two adjacent telegraph stations, at one and the same time. One of these telegraph stations is situated about 90 yards to the south of the centre of the Stratford Bridge Station; and the next telegraph station to the north called the East End Junction Signal Station, is about 227 yards north of the centre of the Stratford Bridge Station, and 185 yards south of the Low Level Station on the branch from the North London Railway where passengers by the down North London train get out for the purpose of going on by the Great Eastern main line trains from Stratford. Between these two telegraphic signal boxes, the line passes under the Stratford Road by a bridge which gives the name to the station, and which bridge is 82 yards north of the centre of the station.

The line falls 1 in 129 from near the east end of the platform of the Low Level Station, for a distance rather exceeding 300 yards, to within a short distance of Stratford Bridge; thence it falls 1 in 1020 for about 50 yards, passing under the bridge; and thence it rises 1 in 126 up to the telegraphic signal box on the Stratford Bridge Station platform.

When the Great Eastern train from Fenchurch Street reaches Stratford Bridge Station before the North London train, the practice has been adopted of sending a man back with a flag and fog signals by day, and with a red light and fog signals by night, just beyond the bridge so as to warn the driver of the North London train, that the Great Eastern train

partly occupies the down platform. The view is very much obstructed from curves in the line, so that it is necessary to go a short distance north of the bridge to enable the flagman to be seen.

On the day on which the collision took place, the Great Eastern train from Fenchurch Street reached Stratford Bridge Station at 3^h 44^m p.m., and as soon as the passengers for Stratford had got out the train was moved ahead, and the last carriage stood from 30 to 50 yards north of the telegraphic signal box, or actually between the two telegraphic signal stations.

The North London train was late, having been delayed in starting from Chalk Farm until 3^h 25^m, or 20 minutes late, having arrived late at Chalk Farm on the previous journey from the east of London. It left the Low Level Station at Stratford at 3^h 55^m p.m., received an "all right" signal from the East End Junction telegraph signalman, and proceeded on its way to Stratford Bridge Station, ran over a fog signal which had just been placed on the rails under the Stratford Bridge by the station master, and then ran into the last carriage of the Great Eastern train standing alongside of the platform at the place I have mentioned, at 3^h 57^m, at a speed which most of the witnesses estimate at not exceeding 5 miles an hour, and which speed I think likely to be correct, as neither the engine nor the carriages of either of the trains were thrown off the rails, and no damage whatever was done to them. The North London train consisted of a tank engine and 8 vehicles, of which three placed next the engine had Chambers' continuous breaks applied to them, which are described as having been in good order, and also as having been promptly used, as well as the break on the engine, as it was passing under the Stratford Bridge before referred to. The North London train usually only consists of 3 vehicles besides the engine, but on this occasion it was much heavier, and generally it stops opposite to the centre of the station,

The statements differ materially as to the speed at which the North London train was travelling when it passed under the Stratford Bridge, also as to the fact whether the steam was on or off at that time :— the driver and guard asserting that it was off, and that the train was only travelling at 7 miles an hour; while the station master, who was under the bridge putting down the fog signal, thinks it was on, and that the train was travelling much quicker than usual, or at from 10 to 15 miles an hour. I do not think he can have exaggerated the speed in naming that rate, or in saying that it was much in excess of the usual rate. The station master explains that he had not time to get through the bridge so as to give the driver of the North Woolwich train more notice, as there was a disturbance on the up platform, and he went to see what was the matter, and then proceeded to the bridge as soon as the up train had left. But I do not consider that, under the circumstances of the Great Eastern down train having arrived at 3^h 44^m p.m., while the collision did not take place until 3^h 57^m, any satisfactory explanation has been offered why a flagman was not sent back the 100 yards that would have taken him quite through the bridge, in accordance with the usual practice, long before the North London train came up. In conclusion I would recommend that when the Great Eastern train reaches Stratford Bridge station before the North London train, the "all clear" signal should not be given from the Stratford Bridge telegraph signal box to the East End Junction telegraph signal-box until the tail of the Great Eastern train has been moved south of the box on the platform, so as to carry out strictly the block system of working the traffic by the telegraph.

I have, &c.
(Signed) W. YOLLAND.

*The Secretary
Board of Trade,
Whitehall.*

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 2nd June 1865.*

SIR,

I AM directed by the Lords of the Committee of the Privy Council for Trade to transmit to you the enclosed copy of the Report made by Colonel Yolland, the officer who, on the application of the coroner, was appointed by my Lords to report upon the fatal accident which occurred on the 5th ultimo to two workmen, from the falling down of two portions of the iron roof of a locomotive engine shed at the Pontypool Road Station of the Great Western Railway.

*The Secretary of the
Great Western
Railway Company.*

I am, &c.
JAMES BOOTH.

*Board of Trade
(Railway Department),
Whitehall, 2nd June 1865.*

SIR,

WITH reference to your letter of the 10th ultimo, I am directed by the Lords of the Committee of the Privy Council for Trade to transmit to you the enclosed copy of Colonel Yolland's report on the fatal accident which occurred on the 5th ultimo, at the Pontypool Road Station of the Great Western Railway.

*Edgar D. Batt, Esq.,
Coroner for Monmouthshire,
Abergavenny.*

I have, &c.
JAMES BOOTH.

*Board of Trade
(Railway Department),
Whitehall, 29th May 1865.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 11th inst., the result of my inquiry into the circumstances which attended the fatal accident that occurred at the Pontypool Road Station of the Great Western Railway, on the 5th instant, by the falling down of two portions of the iron roof which was in course of erection over a new locomotive engine shed, by which two of the workmen were killed on the spot, and five others were injured,—most of them, I am informed, very seriously.

This building is situated a short distance to the south of the Pontypool Road Railway Station, and is intended to accommodate about 25 locomotives. It is 200 feet long and 150 feet broad, in the clear inside measurement; and it was in course of being covered in by three roofs, parallel to each other, throughout the whole length of the building and which roofs consisted of two side spans, each of 39 feet wide, and one central span of 72 feet wide. Two ranges of cast-iron girders, parallel to each other and to the length of the building, were supported at the extremities by the north and south walls, and by two rows of cast-iron columns, placed on stone piers 25 feet apart. The principal rafters of the two small roofs had one end resting on the side walls, and the other on the brackets at the sides of these cast-iron girders. Those of the large central roof rested at each end on similar brackets also at the sides of the cast-iron girders.

When properly placed in position immediately over the cast-iron columns, and at the centres of the cast-iron girders, these principal rafters were intended to be connected together by ridge poles at the apex of the roofs, and by purlins running the whole length of the building, four on each side for the large roof, and two on each side for the small roofs.

The centre of the building was occupied by an engine turntable, also in course of erection, with lines of railway radiating from the centre to the whole area of the building.

At the time when the accident occurred, the small roof at the western side of the building had been got up, boarded over and covered with slate, or nearly so. In the large span or central roof, 12 of the principal iron rafters, reckoning from the south end of the building, had been got up and been placed upon the brackets at the sides of the cast-iron girders, to which they were fastened by bolts and nuts, and the process of fitting on the purlins and ridge poles was going on; and, at the small span on the eastern side of the building, arrangements were being made for hoisting up the last of the principal rafters at the south end of the building when the accident occurred.

To enable the probable cause of the accident to be understood, it is necessary to state, according to the information supplied to me, that when each principal rafter for the large span was hoisted on to the top of the brackets at the sides of the cast-iron girders, it was stayed, by two raking poles or windties fastened to stakes driven into the ground, and lashed by ropes to about the middle of the principal rafters, one on each side of the apex of the roof; these raking poles being in all cases placed on the north side of the principals to which they were lashed, and sloping towards the south, and no raking poles were placed on the opposite or south side of each rafter.

As soon as a number of these principal rafters had been got up and fixed on the brackets, longitudinal poles placed parallel to the length of the building were lashed to them on each side of the roof, and it was intended that no raking poles should be removed until these longitudinal poles had been lashed on, and the purlins had been fitted on and spiked to the principal rafters, and to each other at the scarfed joints. Raking poles were also made use of for staying the principal rafters of the east small span roof.

Some few days before the accident occurred, some of the raking poles towards the north end of the building are said to have been taken away to allow of the engine turntable being taken into the centre of the building for it to be put together, and set up in the pit provided for the purpose; and when the roof fell some of the workmen were employed in putting up the turntable, and the two men who were killed are understood to have been thus engaged at that time. Others were on the central roof fitting and fixing the purlins and ridge pole, and others were similarly engaged at the east small span roof.

At the time the two roofs fell, it is stated on the one hand that there were two raking poles properly fastened by ropes to the stakes in the ground and lashed by ropes to the 12th principal rafter at the north end of the central roof; and four raking poles towards the south end of the building, where the ends of two of these raking poles were fixed by wedges and stones into cess pits, and two others fastened by ropes to stakes, and that these raking poles were all lashed to principal rafters. It is also said that there were longitudinal poles lashed to all the principals that were up on each side of the large roof. On the other hand, it is stated by one of the men who had his thigh broken, and who was on the large roof and was occupied in fitting and fixing the ridge pole, that he called the attention of the scaffold man to the cords being taken off the raking poles at the south end; that they had been taken off the previous day; and that they had not been replaced on the day of the accident.

It is also asserted that most of the purlins were fastened to the principal rafters by spikes, and that nails had been driven through the scarfed joints.

The west small span roof remained standing and was uninjured.

The whole of the principal rafters that had been got up for the large spanned roof, in number 12, fell, and also all but the north bay of the east side small spanned roof, which remained up, but was subsequently pulled down; the falling of the rafters of the large span bringing down the whole of the eastern range of cast-iron girders and columns, with the purlins, longitudinal poles, scaffold poles, as well as the principal rafters, &c. of the eastern small spanned roof. Every cast-iron girder was broken except one, and the brackets at the end of that one were broken. Some of the cast-iron columns fell without breaking. The whole of the large spanned roof fell towards the south, the principal rafters one on another, just like a pack of cards standing on end would fall when pushed out of the vertical, and tearing away the cast-iron girders and columns that supported the western ends of the principal rafters of the eastern small roof, and thus causing some of those rafters to topple over in the opposite direction.

I was informed that everything was suffered to remain in the state in which it was immediately after the accident occurred, until I saw it, and I shall now therefore state the result of my examination of the fallen roof in the whole area within the building.

An impression, I believe, prevailed in the locality, that the cause of the accident could be traced to the weakness of a bracket supporting the western end of one of the principal rafters of the large roof towards the north end of the building. The bracket was certainly very defective; honeycombed in the interior;—but still amply strong enough to support the weight that was brought to bear on it, not probably exceeding one ton; and the defective part did not extend to the surface, so that no examination, however minute it might have been, would have enabled the defect to have been detected before the bracket was actually fractured. Again, I have no doubt that if that bracket had broken from the weight placed on it, the principal rafter would have dropped vertically, and have probably caused the other principal rafters to topple over and fall towards the north.

A large number of the brackets on each line of cast-iron girders had been broken, evidently from the strain brought to bear upon them through the wrench caused by the wrought-iron bolts, with which the cast-iron shoes into which the feet of the principal rafters had been placed were screwed down to the tops of the cast-iron brackets, when the principal rafters fell towards the south.

I observed that there were two raking poles at the north end; one on the east side of the apex of the principal rafter, which was still lashed to the principal rafter; but the lower end had been drawn from the stakes against which it had probably been placed, and there were no lashings on these stakes or on the bottom of the pole. I do not think this one was lashed at the bottom.

On the opposite side of the apex there had been another raking pole, which was still lashed at the lower end to the stakes driven into the ground. It was not apparently lashed to any principal rafter; the pole was sound, and might have slipped out of a lashing that remained on a principal rafter, or this lashing might have been used for the longitudinal pole which was evidently fastened to the 12th, 11th, and 10th principal rafters on the west side of the large spanned roof. I incline to think the lashing belonged to the longitudinal pole, and not to the raking pole.

At the south side of the masonry of the pit for the turntable, the short ends of two raking poles were found broken in the cess pits, into which they had evidently been fixed by stones, &c.; and the other parts of these poles were still attached; one was sound, and the other broken. Two other raking poles were found still further to the south, but I could not find any proofs that any of these poles had been lashed to any of the principal rafters, or that the two last poles had been lashed to stakes in the ground

when the roof fell. There were three or four pieces of rope lying somewhat near where the upper ends of these raking poles lay, and some other pieces in other parts of the building, but I could not connect them with the principal rafters. I have no doubt that these principal rafters were stayed by raking poles in the first instance, but think it likely that the lashings had been taken away and used for some other purpose.

From the position in which they were found, I think the raking poles whose ends were wedged into the cess pits were placed, the east one against the third, and the west one against the second principal rafter. And as regards the two found still further to the south, that the east one apparently rested against the second principal, and the west one against the first principal rafter.

I could also make out that longitudinal poles had connected, from the third inclusive to the twelfth principal rafters on the east side of the roof of the large span, except that the pole fastened on the third and fourth was not actually lashed to the fifth, and that from the fifth to the twelfth principal rafters on the west side of this roof the longitudinal poles seem to have remained lashed to the rafters. I do not say, in opposition to the testimony of the workmen, that all were not connected together on both sides of the roof, but only that I could not trace it.

Many of the purlins had evidently been spiked to the principal rafters at the south end of the building, and many had some nails driven through the scarfed joints, but there were very many that had neither been fitted on or spiked to the rafters, and were without nails through the scarfed joints.

One of the workmen told me that he got one of the men who were employed on the scaffolding to take off the lashing that secured one of the raking poles to a principal rafter at the south end of the building on the previous day, that he might use it for the small roof, telling him at the same time not to take off any more lashings. The workman who had his thigh broken, to whom I have already referred, says he heard the foreman tell another scaffold man to take off the lashing from a raking pole on the pre-

vious evening; that he remarked to the foreman, that if he did take them away, the whole roof would come down, but that the scaffold man did as he was bid by the foreman. The same workman also states that the first principal rafter from the south end was four or five inches out of the vertical, and leaning to the south on the previous evening. I should not omit to state that the foreman does not admit the correctness of this man's statement, as far as he is personally concerned.

Another man said the roof was very tremulous, and moved in a longitudinal direction some two or three inches while he was engaged on it.

Taking the whole of the evidence that has come before me into consideration, in connexion with that afforded by the broken fragments of the rafters, girders, poles, lying on the ground in the interior of the building, I have no doubt that the accident was occasioned by the lashings of the raking poles having been prematurely removed before the principal rafters were in all cases properly secured together, either by longitudinal poles lashed to the principal rafters, or by the purlins and ridge poles being thoroughly fixed to the same and to each other; and that the large roof commenced falling first at the south end of the building, and dragged the other part after it, and also tearing away the supports from the south end of the east small roof, and caused those principals to fall with their apex towards the north for about one half of the length of the building.

Raking poles sloping towards each other should have been placed on each side, north and south of each principal rafter.

I have, &c.

W. YOLLAND.

*The Secretary of the
Board of Trade,
Whitehall.*

P.S.—The Coroner for Monmouthshire desires to be furnished with a copy of my report, to be laid before the jury; and I have stated that if the jury, after hearing the conclusions at which I have arrived, desire to examine me, it will be my duty to attend.

W. Y.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 25th May 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred at the Brighton station on the 15th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London, Brighton, and
South Coast
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 22nd May 1865.*

SIR,

I HAVE the honor to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 19th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on Saturday the 15th April, between two passenger trains at the ticket platform at the Brighton Station, when about nine persons received bruises, contusions, or severe shakes, but I am informed that none were seriously hurt. The ticket platform is situated a very short distance south of the Montpelier semaphore signal box at the

entrance of the station yard. Down trains arriving by the main line from London, and by the branch line from Hastings and Lewes, are sometimes turned into the east side of the ticket platform, and sometimes to the west side of it. The signal box contains high signals for the main line and the Portsmouth branch, and low signals for the Lewes and Hastings branch; one of these low signals being used when trains are turned to run in on the east side of the ticket platform, and the other to cover the line on the west side of the ticket platform. In addition to these low signals there is a distant signal to the east on the Lewes and Hastings branch, which is 694 yards from the signal box, and which can be seen by a train proceeding to Brighton just before it enters a short tunnel or at about 315 yards distant from the signal.

The line between Lewes and Brighton has a steep incline in each direction falling both towards Lewes and towards Brighton, that nearest to Brighton falling for about one mile at an inclination of 1 in 100, succeeded by 1 in 264 for $2\frac{3}{4}$ miles, and thence level to the junction for 31 chains. The last portion being on a sharp curve of $15\frac{1}{2}$ chains radius.

On the 15th April, the London, Brighton, and South Coast Railway Company were engaged in conveying large numbers of volunteers and other persons to Brighton for the volunteer review on the following Monday. And it appears that the 9h. Om. p.m. down train from London Bridge was so heavy, that, instead of being united at East Croydon with the portion

coming from the Victoria Station, both portions were sent through to Brighton as separate trains. The London Bridge portion of the train consisted of the engine and 14 carriages, and it was 59 minutes late when it reached Brighton, having been delayed by the train in front. It was kept outside the station yard about eight minutes by the signals at the Montpelier signal box being against it, and when the signal to proceed was given the train drew ahead to the east side of the ticket platform and had not quite come to a stand still when it was run into by the engine of the 9h. 0m. p.m. train from Lewes, which struck the London train at about the fourth carriage from the end, threw two carriages off the rails, completely destroying their bodies and carrying away about 12 or 14 feet of the ticket platform. The collision took place about 9h. 31 p.m. This Lewes train consisted of an engine, six carriages and one break-van at the tail of the train. It left Lewes eight minutes late, stopped about a minute at the Falmer Station, and left about 9h. 22m., which station is not very far from the head of the incline falling towards Brighton, and when it got near the bottom of the incline and came in sight of the distant signal worked from the Montpelier signal box, which is seen through a short tunnel, it is admitted by the driver, fireman, and guard of the train that the lamp of the distant signal showed a red light or danger signal. The Montpelier junction signal can be seen from the distant signal, and that junction signal was also on at danger against this Lewes train.

The driver of the London Bridge train saw the Lewes train approaching as he moved ahead towards the ticket platform, and he thought it was running faster than usual, or about 30 miles an hour, as it passed the distant signal. The signalman at the Montpelier box says the Lewes train came in much faster than usual that night, and he estimates the speed at which it was running when it passed his box, which stands some 20 yards north of the spot where the collision took place, at 10 miles an hour. The guard of the train thinks they would have stopped at the usual place at the ticket platform if the line had been clear. He also says the steam was off when they came in sight of the distant signal, and the fireman says the same. The driver of the London train thinks it was off when he first saw the Lewes train. The driver and fireman of the Lewes train were subsequently

given into custody for neglect in running in against the danger signals, and are to be prosecuted. Both declined to give me the information I required, but stated that the lights at the Montpelier signal box were badly seen, owing to steam about that part of the yard, and that they were also wrongly directed, as they could not frequently be seen until the train had passed the distant signal some considerable distance. They also urged that it would be safer to work the traffic with the assistance of the electric telegraph, placing a telegraphic signal box near the spot at the eastern side of the tunnel, where the distant signal is first seen by a train approaching Brighton.

I do not think that there is any reason for supposing that they could not see the junction signal that night, and at all events I am informed that the distant signal is never put on at danger unless the east side of the ticket platform is occupied by another train. By the admission of the driver and fireman this distant signal was on against them, so that I have no doubt that the collision was occasioned by neglect and want of care on the part of the engine driver in not having taken the proper steps to reduce his speed and to bring the train under complete control as soon as he saw the distant signal at danger.

I must, however, remark that this Lewes train was not provided with a sufficient proportion of break power, one vehicle out of seven independent of the engine is totally insufficient to enable a train to be stopped in a short distance on so steep an incline as 1 in 88, which exists on the side towards Lewes, or of 1 in 100 towards Brighton.

I should add that the rule No. 33, page 17, in the company's regulations says "drivers and guards are required to pull up their trains at the distant signal when at *stop*, having done so they must without a moment's delay move gently forward as far as the road may be clear to await a signal from the semaphore to proceed," is not very explicit, and is differently understood by different people. If it means that they are to *stop* their trains dead, it would be better to say so.

I have, &c.

W. YOLLAND.

*The Secretary of the
Board of Trade
Whitehall.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 6th June 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred at the Crewe Station on the 21st April last.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London and North-western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 29th May 1865.*

SIR,

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 6th instant, the result of my inquiry into the circumstances which attended the collision that occurred on the early morning of the 21st April between a down express train and an engine engaged in moving

empty waggons from the up to the down line at the Crewe Station of the London and North-western Railway, when about six passengers in the express train were slightly hurt, and a good deal of damage was done to the two engines and to some of the vehicles in the passenger train.

This is one of the very few instances in which I have inquired into the circumstances attending collisions, where there are no discrepancies in the statements of the several witnesses.

About 1h. 40m. a.m. on the 21st April, the pointsman employed in charge of the points at the south end of the up sidings lying south of Crewe Station, situated about 120 yards north of the North Stafford or South Junction signal box, wanted to send an engine and 19 empty waggons from the up to the down line, so that they might be placed in the Chester or down sidings; and for the purpose of doing so, he sounded a whistle, and shewed a red light with his hand lamp to the signalman on duty in the junction signal box, so that the latter might understand that he wanted to cross the engine from the up to the down road. The whistle and the signal with the red light were understood by and answered by the signalman with a white light. The pointsman understood that this white light gave him permission to open the

points of the cross over road, for the engine and train of empty waggons to pass to the down line; and he opened them, and beckoned to the engine-driver to proceed; and the latter had just got foul of the down line, when he heard some one whistle, and on looking up the line he saw the express train approaching. He immediately reversed his engine, and was endeavouring to get his engine, which was running tender first, clear of the down line, when the express engine came up, grazed against the engine, knocked the tender off the rails, and was itself thrown off the rails, together with its tender, a parcel van, and a composite carriage. The express train engine ran some short distance, nearly in the same direction, and then diverged to the left, and ran across some of the sidings and stopped. The buffers were knocked off, and the buffer beam and both cylinders were broken. The wheel for working the break on the tender was knocked off, and the engine was otherwise damaged. The body of the parcel van was smashed to pieces, and the front end of the composite carriage was knocked in. The steps and handles of the doors of some of the carriages on the off-side were also knocked off.

The tender of the other engine which was run into had its axle boxes on one side broken, and the tank stove in, and it was separated from the engine.

There is no blame whatever attaching to the driver of the down express train that left London at 9h. p.m., and which consisted of engine and tender and 23 vehicles. It was about 11 minutes late in arriving at Crewe, and the signals from the junction were exhibited at "all right" for it to enter the station. There was a slight fog at the time, and the driver states that he shut off the steam about the usual place near the down distant signal, south of Basford Station, which is about $2\frac{1}{2}$ miles from Crewe, as it is a falling gradient all the way of 1 in 330 towards

Crewe; and that he was running about 8 to 10 miles an hour when the collision actually took place. He had no warning whatever, and knew nothing of the matter until the collision occurred.

The whole blame rests upon the signalman at the junction signal box; and his only explanation of the matter is that when he signalled to the pointsman with a white light, he intended to prevent him from allowing the engine to pass from the up to the down line, and he gave him what he calls a "practical signal," such as he "had used for 16 years that he had been at that post." He referred me to a page in the Book of Regulations, where it is stated that "any signal" violently moved about is to be regarded as a danger signal. But these words are beneath explicit instructions that a white light means "all right" and a "red light" means "danger."

The true explanation of the occurrence is that the man probably made a mistake in showing a white instead of a red light from his hand lamp; as he admits that the express train had been telegraphed forward from Basford Station and he had lowered the signals for it to enter the station.

I understand that the Directors of the London and North-western Railway had had under their consideration previous to this collision the propriety of locking the whole of the points and signals at this junction and adjacent to it, thus placing the responsibility on one man instead of dividing it between two; and there is little doubt that this will be done at all events when the new station and new arrangements have been completed at Crewe Station. Under such a system this collision could not have occurred.

I have, &c.

W. YOLLAND.

*The Secretary
Board of Trade,
Whitehall.*

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th June 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred on the 1st ultimo at the level crossing of the North-Eastern main line and the Stockton and Darlington branch near Darlington.

I am, &c.

JAMES BOOTH.

*The Secretary of the
North-Eastern
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 1st June 1865.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 5th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 1st ultimo between an up express and a mineral train near Darlington.

It is stated that no person was injured, and very little damage was done to the rolling stock.

The main line of the North-Eastern Railway crosses on the level and at right angles the main line of the Stockton and Darlington branch, now belonging to the North-Eastern Railway Company, about three quarters of a mile north of Bank Top Station, Darlington. This crossing is protected by

crossing and distant signals in each direction, fitted with the locking apparatus, so that it is impossible for the signalman to exhibit "all right" signals to main line and branch line trains to pass over this crossing at the same time. He may make a mistake, and exhibit "all right" signals for a branch line train when they have not been whistled for or required; or he may keep the branch line blocked with "danger" signals, and exhibit "all right" signals for the main line, when these are wanted on the branch. But he cannot exhibit "all right" signals that will lead to a collision between trains approaching the crossing from any direction on the main line and branch line at the same time.

The regulations direct the whole of the signals to be kept at "danger," and to take the particular ones off that are required to allow the train that is approaching the crossing to pass. When two are approaching the crossing at the same time, precedence is to be given to express or fast passenger trains over mineral trains.

The signalman who was on duty at this crossing on the early morning of the 1st May states that he heard the telegraphic signal bell from Ferry Hill Station give notice of the passing of the 2 a.m. up express train from Newcastle about 8^m before 3 a.m. and that it usually takes about 17^m after that bell is sounded before the express train passes the crossing; that he kept a look-out for that train at the time he expected her to appear, and when he saw her coming he rang the telegraphic bell to Banktop station, Darlington; and he asserts that all the signals, distant as well as those at the crossing, were then at "danger," that he rang the telegraphic bell about 8^m after 3 a.m., and that after looking towards the station to ascertain if all was clear for the express, when the driver of that train sounded his alarm whistle, he showed

him "all right" signals, both on the distant and crossing signals.

He says he cannot be positive whether he let a Stockton and Darlington light engine pass the crossing, proceeding along the branch line from West to East, either just before or just after the telegraphic bell rang from Ferry-hill station, but that he placed the signals on at "danger" immediately the engine had passed. Again he says that he saw a Stockton and Darlington train approaching the crossing from the West, but that as the signals were on at "danger" against it, he did not take particular notice of it, until the driver whistled rather quicker than they generally do, and then he took up his hand lamp, and being rather flurried he showed the driver of that train a green instead of a red light as he should properly have done; but seeing that the driver did not take any notice he then turned the hand lamp towards the express train, and as he was turning it towards the express train he saw that the light was a green light, and he changed it to a red one. He gave as an explanation for using the hand lamp, that he was afraid that the lights in the crossing signals (which were of gas) were not burning. He also states that the Stockton and Darlington train first arrived at the crossing, and that the collision took place about 3^h 10^m a.m., when the express train ran right through the mineral train, cutting it in two, and throwing two of the mineral waggons off the rails, and the steps of the carriages of the express train were broken on the right side, as well as a right-hand axle box on the engine.

No blame attaches to the driver of the up express train, which consisted of 7 carriage and 2 break-vans. He states that he shut off the steam at the usual place, about 1½ mile north of the distant signal worked from the crossing signal box, and that at that time he might have been running at from 35 to 40 miles an hour, and then the distant signal stood at "danger," and the train had got to about 200 or 300 yards from it, when it was turned off, after he had whistled for it to be taken off. The crossing signal was also turned off for the express train to proceed. He says that he continued to watch the distant signal until he passed it, and it remained at "all right," but that when he got to about 200 yards of the crossing the signalman shewed him a green light with his hand-lamp, and then he changed it to a red light. Up to that time he was not aware that anything was wrong, and then he reversed the engine, had the break put on the tender, and sounded the whistle for the guards' breaks. He thinks he was running 12 or 14 miles an hour when his engine ran through the other train. He saw the other train just about the same time as he got the red light from the signalman, and considers that it was standing still on the crossing, and that there were about 14 waggons of the mineral train on the eastern side of the crossing after the collision took place. His engine was not thrown off the rails, and they ran about 150 yards beyond the crossing before they stopped.

The driver of the Stockton and Darlington mineral train states, that when he came in sight of the branch line distant signal, at about 500 or 600 yards from it, there was a white light exhibited at it, and a green one at the crossing signal. This was about 3^h 5^m or 3^h 10^m and he says he sounded the whistle as usual, and the lights remained in that state until he got to within about 20 yards of the crossing, and he then repeated the whistle from seeing the crossing signal changed from a green to a red light, and then the signalman went to a corner of the box, and showed a hand lamp to the North-Eastern train.

He thinks he was travelling at seven or eight miles an hour from the time when he first saw the distant signal up to the time when the crossing signal was changed. He tried to stop short of the crossing, but finding that he could not do so, he turned the steam on and went ahead, and he was moving forward when the collision occurred. He denies that the signalman ever showed him a hand lamp at all. The fireman of this engine could give no information on the subject, as he states that he was occupied with making up the fire. The assistant fireman confirms the driver's statement in all respects.

It is quite impossible to reconcile the conflicting statements of the signalman and driver of the mineral train, and unfortunately the records which are so essential for keeping men thoroughly attentive to their work are not kept on the North-Eastern Railway. It has been ascertained that the signalman did sound the telegraphic signal bell at Bank Top station, but the important fact cannot be ascertained, when he sounded it. The main line signals were certainly turned off for the express train to approach the crossing, and this could not have been done if the branch line signals were at "all right" as the mineral trains approached the crossing, until they had been placed at "danger." The driver of the mineral train asserts that this was done when he was close to the crossing, but the signalman affirms that all the signals were placed at "danger" as soon as he had allowed the Stockton and Darlington light engine to pass the crossing either just before or just after the bell had been sounded from Ferry-hill Station. When was that bell sounded? A record kept in the signalman's box of the time when it was received would have been good evidence of the fact.

I do not pretend to say with whom the blame for causing this collision rests; it lies between the signalman and the driver of the Stockton and Darlington mineral train. I don't think the signalman's statements were very satisfactory or conclusive; and it was stated that a practice had crept in, from the traffic on the branch line being so much greater than that on the main line, of leaving the branch line signals at "all right" after a train had passed, so as to be in readiness for the next branch line train. It is possible that this may have occurred on this occasion, and that the signalman had only placed them at "danger" immediately before giving the "all right" signals to the up express train, without noticing where the mineral train then was.

Whatever may have been the circumstances under which this crossing of the Stockton and Darlington Railway on the level by the North-Eastern Railway were originally sanctioned by the legislature, there can be little doubt but that it is highly desirable that it should be abolished as soon as possible, as there are no less than 102 branch line trains which pass over this crossing in an east and west direction, and 56 main line trains in a north and south direction in twelve hours at present; and during the winter months, when the mineral traffic is heavy, I am informed that the daily average traffic greatly exceeds that above stated.

I understand the directors of the North-Eastern Railway have already had under their consideration the expediency of doing away with this level crossing, and I trust that the occurrence of this collision will now determine them to do away with it.

I have, &c.

W. YOLLAND.

*The Secretary
Board of Trade,
Whitehall.*

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Month of June

1 8 6 5.

(PART FOURTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
July 1865.



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GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 21st June 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the double collision that occurred on the 7th instant near Keynsham Station on the Great Western Railway.

My Lords trust that the Directors will give the recommendations contained in Colonel Yolland's report their careful consideration.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Great Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 19th June 1865.*

SIR,

I have the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 8th instant, the result of my inquiry into the circumstances which attended two collisions that occurred within a few minutes of each other on the early morning of the 7th instant, near Keynsham Station on the Great Western Railway, when 14 passengers were injured, one of them seriously, and a stoker of one and a guard of another train were also hurt.

Keynsham Station is situated on the main line of the Great Western Railway nearly midway between Bath and Bristol; and at midnight of the 6th instant, the 8h. 10m. p.m. down passenger train from Paddington Station, which when it left Swindon consisted of two engines and tenders, one van, two second-class and one first-class carriage, and two horse boxes at the tail of the train, left Bath 15 minutes late; and when it had arrived within a mile of Keynsham Station, which is 7 miles from Bath, the driver of the leading engine sounded the break whistle, and stopped the train, as he had heard three or four distinct knocks on the engine, and he thought there was something wrong with it; and the under guard, Carter, was sent back with detonating signals, fusées and hand lamp to protect the tail of the train; and he states that the head guard, Rhynheart, told him before he went back that when the train was ready to go on, he would sound the engine whistle three times for him to return.

There is some uncertainty as to the exact time when this train was brought to a standstill. Rhynheart thinks it was about 10 minutes; Carter about 13 minutes; and Hills, the driver of the second engine, about 15 minutes past 12 o'clock.

The leading engine was disconnected from the train, and the drivers of the two engines proceeded to examine it, and they had completed their examination, but could not discover anything wrong with the engine, about 12h. 21m. a.m., and the engine was then coupled on again to the train, and ready to go on.

In the meantime, the underguard, Carter, went back towards Bath, he says, "as fast as he could, and that as he went he put down two detonating fog signals, one on the west side of an over-bridge 466 yards distant from the spot at which the first collision took place, and the other on the east side of the same bridge, and that he continued to go back until he was recalled by three whistles from the engine, after he had gone back about half a mile; that he there put down another detonating fog signal (which is not

required by the regulations), and lighted a fusée, and stuck it in the ballast in the 6 foot space, but close to the rail of the down line. He says he had previously failed in igniting another fusée, but that the one he fixed in the ballast burnt well, as he looked back several times as he returned towards his train, and it was burning brightly; that he picked up, in obedience to the regulations, the two detonating signals which he had put down east and west of the over-bridge, and that before he had time to get back to the train he heard the down special mail train coming, but did not hear the break-whistle as soon as he expected, and when he heard it the special mail train was east of the over-bridge, and he believes that it had then passed the fusée. He also says that he was about 200 yards from his own train when the special mail passed him. The driver of the mail says he was only 80 or 100 yards from it.

As soon as the leading engine was found to be all right, the two drivers were anxious to proceed with the 8h. 10m. p.m. down train, but the head guard, Rhynheart, then ordered the engine whistle to be sounded for the recall of the under guard, Carter, although he was remonstrated with by the driver of the leading engine, who told him that the special mail train would be there in a few minutes if she was running to her proper time, and about four minutes are said to have elapsed after the train was ready to go on before the drivers got on their engines, and began to move slowly ahead; but the train had not moved many yards when it was overtaken and run into by the down special mail train, which left Paddington at 8h. 46m. p.m., its proper time, and Bath at 12h. 8m. a.m., one minute late, at a speed which is admitted by the driver to have been not less than 20 miles an hour, at the moment when the collision is supposed to have taken place, at 12h. 25m. a.m.

There is a second over-bridge about 1280 yards back from the spot at which the collision occurred; and as the line is on a curve, and passes under these two bridges, the tail lights on the 8h. 10m. p.m. train could not have been seen by the driver of the down special mail until he was close to the first over-bridge, even had the night been a clear one; but on this occasion it is stated that there was considerable fog, that would limit the distance that lights could be seen.

The evidence of the driver of the down special mail train, Derman, is directly at variance with that of the under guard, Carter, inasmuch as he says that he saw no fusée and heard no detonating signal explode, and the first intimation he had that anything was wrong, was when he saw the red lights at the tail of the other train, and then he immediately did all in his power to stop his train, but could not succeed in reducing the speed by more than 10 miles an hour.

The effect of the collision was to destroy the horse box at the tail of the train, and to kill a pony in it, whose body was found on the top of the first-class carriage that stood next in front of the second horse box, which contained two cows, one of which was injured, and the horse box much damaged. One end of the body, and the frame of the first-class, were broken; but the second-class carriage next in front, which contained the greater number of passengers, had its body, roof, frame, and the buffing gear very much damaged. The parcel van next to the tender was also a good deal damaged. The leading wheels of the special mail engine were off the rails, and the engine had its buffer beam broken, some axle boxes shattered, and the chimney knocked off, in addition to other damages.

One of the passengers who was well acquainted with the line informed the officers of the Great Western Railway Company that the 8h. 10m. p.m. train was detained from 8 to 10 minutes, and that he asked the guard if it was right to stay so long, and was answered in the affirmative. Also, that he heard the special mail train coming, and told the guard, who answered "All right, keep your seats," and then said "Go on." Another of the passengers riding in the first-class carriage unlocked the door of the compartment in which he and some other passengers were riding, with a key of his own, and they all got out just before the collision took place.

No person appears to have heard any detonating signal explode; and the under guard Carter's statement as to the distance he went back, and the precautions he took to protect the tail of his train, is not supported by any other evidence. It is true that the remains of two fusées were found; one, which had been consumed, was picked up close to the east side of the first over-bridge, and another broken, but not burnt, about 1,300 yards from the spot at which the collision took place, or just east of the second over-bridge. It is by no means clear that the fusée which had been burnt was lit by the under guard, Carter; and it is quite certain that the place where the other was found was far beyond the spot where he says he fixed it in the ballast.

The first collision happened about 12 h. 25 m. a.m., and the guard of the special mail train says that he went back to protect the tail of his train in about two minutes after it occurred. I understand he was stunned by the collision, and the time may possibly have been longer than two minutes; but he did not get so far as the first over-bridge, nor beyond 100 or 150 yards from the tail of the train, when he observed another down train approaching, and he showed a red light, which it seems was observed by the driver of a train of empty carriages returning from Bath to Bristol with the engine running tender foremost.

The driver immediately endeavoured to stop, but was unable to do so until he had run into the down special mail, and had damaged a good deal a luggage and three post-office vans, of which that train was composed, and also some of the empty carriages belonging to his own train.

The buffer plank of the tender was broken.

This collision is said to have happened about 12 h. 33 m. a.m.

The first collision was evidently caused by the head guard, Rhyneath, having determined to detain the 8 h. 10 m. p.m. train after the engine drivers had ascertained that there was nothing wrong with the leading engine, which was not the regular engine of this train, but was merely attached to it for the purpose of returning to Bristol from Swindon; and after they had pointed out to him that the down special mail train would be there shortly if it was running to its proper time, in order that he might recall the under guard, Carter, who had charge of the parcels for the through train to the West, instead of allowing him to be picked up and brought on by the special mail. If the drivers did complete their examination of the leading engine at the time stated, 12 h. 21 m. a.m., the special mail which is appointed to leave Bath at 12 h. 7 m., and to be at Bristol at 12 h. 30 m., was then overdue. Notwithstanding this error on the part of the head guard, Rhyneath, who has been 27 years in the Company's service, I think that if the underguard, Carter, had done his duty properly and promptly, in accordance with the regulations, and had gone back the half mile therein prescribed, and had left a fusée burning at that distance, the collision might possibly have been avoided. At the same time I should state that the regulation is a bad one that directs the removal of the detonating signals under such circumstances. There is always more or less difficulty in protecting the tail of trains by sending guards back, and instances have occurred where they have been killed while in the act of going back.

The interval of time between the first and second

collisions does not appear to have been so long, and there is apparently more excuse for the second collision taking place than for the first.

These two collisions apparently occurring within about eight minutes of each other, afford good illustrations of what may happen at any moment, on any line of railway in the United Kingdom, where the traffic is worked with no other precaution than an interval of time in the departure of trains following each other on the same line of rails, and that vigilance on the part of the Company's servants which is so unceasingly taxed for hours together, and which, I may add, is so unsparingly displayed, or the number of collisions would be very largely increased. The special mail train and the train of empty carriages were detained in succession at Bath, until the previous train had left 10 minutes. There are three intermediate stations between Bath and Bristol, viz., Twerton, Saltford, and Keynsham, but these are all closed at night, so that no means are then provided for maintaining that interval of 10 minutes at any places between Bath and Bristol, 11½ miles apart.

This system of working traffic by an interval of 10 minutes in the times of departure of following trains was probably the best that could be devised when it was first established; but since the introduction of the electric telegraph has been successfully adopted for the maintenance of an interval of space between following trains on the same line of railway, it can no longer be said that an interval of time is the best or safest expedient that can now be made use of; and it is certain that it is constantly failing.

I have great pleasure in stating that I understand the Directors of the Great Western Railway Company have recently determined to work the traffic between Paddington and Didcot Junction with the assistance of the electric telegraph, so as either to maintain an absolute interval of space between following trains, or, if not going quite to that extent, that the driver of the following train shall be cautioned, and told that the preceding train is on the same length in front of him, when that happens to be the case, according to the system followed on the London and North-Western Railway between London and Rugby, and now extended or shortly to be extended as far north as Crewe. I hope the Directors of the Great Western Railway Company will not limit the introduction of this system to the 53 miles between London and Didcot, but gradually extend it over their whole great length of mileage.

It is, however, in my opinion, very questionable whether a discretion should now be left to the Directors of the Great Western and all other railway companies as regards the adoption of the electric telegraph for the safe working of their traffic. If this depended alone on the inspecting officers of the Board of Trade, it is probable that no new railways would in future be opened, unless arrangements had previously been made to enable the officers of the railway companies to work the traffic with an interval of space between following trains; but they can only report a line as unfit for public traffic "by reason of the incompleteness of the works or permanent way, or the insufficiency of the establishment"; and it seems doubtful whether under these words the introduction of the electric telegraph could be insisted upon. The interference of the legislature is apparently necessary to enable such an improvement to be generally carried out, and to oblige existing railway companies to adopt it.

The doors of some of the compartments of the carriages of the 8h. 10m. p.m. train were locked at the time when it left Bath for Bristol, owing to neglect on the part of some of the Company's servants. It is the practice on the Great Western, and on most other lines of railway, to lock the doors on the off sides of the carriages. This is done for two reasons: 1st, on account of the risk of passengers being run over by another train travelling on the adjacent line of rails, from their getting out on the wrong side;

2nd, the facility which it affords to persons travelling without tickets for avoiding the ticket collectors, and for thus defrauding the railway companies.

I consider the practice to be perfectly defensible for the first reason, as introducing less risk than is incurred from the upsetting of a carriage, when an accident occurs, with the locked doors uppermost.

But the practice of locking both doors is not, as far as I am aware, directed to be followed by the regulations of any railway company. It is done at times, especially where as on the Great Western Railway, some of the stations only have one platform, and that one sometimes at the side of the down line, and at others at the side of the up line, and where the Company's servants have neglected, as in this instance, to unlock the doors on the off side of the train, in readiness for the passengers to get out on

the off side, as they had to do by that train on its arrival at the Bristol station.

There can be no doubt that it is most objectionable and dangerous to lock both doors, although that is not done, as far as I am aware, except through neglect.

I should add, with respect to these collisions, that the special train of three empty carriages from Bath to Bristol was drawn by an engine running with its tender foremost, in consequence of the Company having no engine turntable at Bath station large enough to turn both engine and tender at the same time.

I have, &c.

W. YOLLAND.

*The Secretary of the
Board of Trade,
Whitehall.*

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 21st June 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the serious accident that occurred to an excursion train, on the 7th instant, near the Rednal Station on the Great Western Railway, and to express the hope of their Lordships that the recommendations contained in the inspecting officer's report will receive the careful consideration of the Directors.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Great-Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 17th June 1865.*

SIR,

IN compliance with the instructions contained in your letter of the 8th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident that occurred on the 7th instant, near the Rednal Station on the Shrewsbury and Chester section of the Great Western Railway.

A return excursion train from Manchester, and Liverpool via Birkenhead, left Chester at 12.29, an hour and 4 minutes late, on that day, for London and various intermediate stations, consisting of two engines and tenders, 28 passenger carriages, and two break-vans. One van was behind the tenth carriage, and the other at the tail of the train. The engine drivers took in water at Ruabon, 17 miles from Chester; and four carriages were added behind the last van at Gobowen, $2\frac{1}{2}$ miles from Chester, making, altogether, 32 carriages and 2 break-vans; and the train left this latter station at 1.50, an hour and 25 minutes after its appointed time. It passed Whittington, 26 miles from Chester, without stopping; and after surmounting a rising gradient of 1 in 205, and running along half a mile of nearly level line, it commenced to descend a gradient of 1 in 132, half-way between Whittington and Rednal, and a mile and a half from the latter station.

Near the summit of this gradient there was a green flag, about 12 feet high above the rails, on a rough pole, standing at the base of the east slope of the cutting, to caution the engine-drivers of the down trains; and 1,100 yards beyond the flag there were some platelayers at work upon the line.

The driver of the leading engine, Anderton, did not observe this flag; but the driver, of the second engine, Evans, happened to move to the left side of his engine as he approached it, and it caught his eye. He shut off his steam, his mate applied the tender break, and he "touched his whistle" to attract Anderton's attention. He thought Anderton noticed it when he saw him shut off his steam. But Anderton, who has since died, has, in his dying declaration, attributed the accident to the neglect of the platelayers in not sending back a flag while they were repairing the line, without saying whether or no he heard Evans's whistle. And his fireman, David Griffiths, states that as they approached the platelayers, he (Anderton) first sounded the shrill whistle, as a signal to them to get out of the way, and afterwards, on finding that they still remained on the line, the break whistle; and that they then shut off steam, and applied the tender break.

It would thus appear that the steam was shut off, and the breaks were applied, on both engines and tenders before they reached the platelayers; and Griffiths states further that the leading engine was running steadily until they came to where the platelayers had been working; that he then felt the front end of the engine drop; that it "shook tremendously," and that he heard immediately afterwards a grinding noise against the rails, which continued till they reached the Rednal Junction.

The first engine then ran off altogether to the left, and fell over on its side clear of the line, swinging its tender round in front of the second engine. The second engine, which had previously remained on the rails, was then thrown off to the right, across the down line, and came quickly to a stand on the other side of that line. The carriages, suddenly obstructed in their course, principally by the tender of the leading engine, were dashed forward by the force of their own momentum against it and against each other; and four of them were destroyed while 11 others were much damaged.

The fireman of the second engine was killed on the spot. The driver of the first engine has since, as I have stated, died of the injuries which he received, and his fireman was much injured; and, unfortunately, 11 passengers have died up to the present time, and 30 others were injured, some of whom are hardly expected to survive.

The two engines which were attached to this train were Nos. 5 and 72, the former as a pilot, the latter as the regular engine to the train.

No. 5 was a six-wheeled engine, with the driving and trailing wheels coupled together, and weighing with the tender about 38 tons. The leading wheels were 3 ft. 8 ins., and the others 5 ft. in diameter, while the wheel-base between the leading and trailing axles was 11 feet. The cylinders were inside the

framing, and were 24 ins. in diameter, with a stroke of 24 inches. The tyres of the leading wheels were much marked and indented, in consequence, evidently, of their having run for a very considerable distance over the chairs after leaving the rails. The driving and trailing wheels were slightly marked in a similar way.

I had this engine lifted, and its leading wheels taken from under it; and I found upon examination that the brasses, which had a play of $\frac{1}{8}$ of an inch upon the journals of the axles, were in good order, and that the axle-boxes worked freely in the horn-plates. The leading wheels were about $\frac{1}{4}$ of an inch out of gauge on opposite sides, showing that the axle was slightly bent, which was no doubt a result of the accident. I also had all the springs taken to pieces, and I found that the plates were all sound, except one, which was partly fractured.

No. 72. was also a six-wheeled engine, but single, with driving wheels 6 ft. 6 ins. in diameter, and weighing with its tender about 44 tons. The cylinders were inside the framing, and were $15\frac{1}{2}$ ins. in diameter, with a stroke of 22 inches. The wheel-base measured 15 ft. 6 ins. The driving axle was slightly bent, evidently as a result of the accident. The tyres were marked, but not by any means to the same extent as those of the leading wheels of No. 5.; and this engine had clearly not run for any great distance off the rails. There were double compensating levers between the springs. The right leading spring was knocked off the engine altogether, but the others were in or near their places, though they were more or less thrown out of their proper positions. I had them all taken to pieces, and found that the top plate of the right leading spring was freshly broken about 10 ins. from the end, the short portion remaining on the engine, as well as that the fourth and seventh plates of that spring were freshly broken, about half of the latter fracture having been an old flaw. The left leading and left driving springs were sound. The upper plate of the right driving spring was freshly broken about 5 ins. from the end, and the 9th and 12th plates of that spring were half broken. The trailing springs were both sound. Of the inside driving springs, that on the right was sound, and that on the left had one plate freshly broken. These springs had evidently been in good working order before the accident.

The permanent way is of a substantial description. It is laid with double-headed rails, in lengths of 21 or 23 feet, weighing 80 lbs. to the lineal yard, and fished at the joints. The chairs weigh about 35 lbs. each, and rest upon good sound sleepers, about 9 feet long by $10'' \times 5''$, placed on the average rather less than three feet apart. The keys which secure the rails in the chairs are placed inside the rails, and the chairs are fastened to the sleepers by fang-bolts, which is the strongest mode of attachment.

The first disturbance of the permanent way was about 1,100 yards from the caution flag before referred to; and at this point, where a chair was fractured under the right rail, the leading wheels of No. 5. engine had dropped off the rails to the left. The engine travelled for about 600 yards in this condition, without any of its other wheels leaving the rails; and for that distance, neither the second engine (No. 72.), nor any of the carriages, were thrown off the line, although the permanent way was much damaged, and some of the rails were bent. A large proportion of the chairs were marked, chipped, cracked, or broken; the outer jaws of many of the chairs were broken off on the right, from the lateral pressure of the right leading wheel of No. 5. engine, as its right side grazed along the inside edge of the rail, and many of the keys on the inside of the right rail were crushed by the tread of the same wheel as it passed over them. There were corresponding marks on the left of the left rail, where the flange of the left leading wheel passed over the chairs; but all the chairs were not marked, and the leading wheels passed, comparatively speaking, lightly over them, in consequence of the

centre of gravity of the engine having been apparently behind the middle wheels.

The engine and train would probably have run on in the same way for a considerable distance, if it had not come to the Rednal Junction, where a short branch joins the main line. The right leading wheel there met, first, with the check-rail of a crossing, which it indented, while the left wheel passed over a siding rail on the left of the left rail. 14 yards further in advance, the right wheel met with a second check-rail, which it similarly indented; and 15 yards beyond it reached a third check-rail, which combined with a second riding rail to turn it off to the left, when it fell on its side as I have already described.

The platelayers had been lifting and ballasting the up line near Rednal for about a fortnight, and having placed the green flag in the bank about a mile from them in the first instance, they had been gradually working towards it. The green flag against a green background was not a signal that could be well seen from a distance; and a red flag in the hands of a platelayer would have been a better signal, and is the least that should be adopted under such circumstances. A ganger and five men were at work as the train approached them, and the ganger sent one of the men to run back and caution the train, because he thought, looking to the condition of the permanent way, it was coming too fast. This man had probably not gone more than 30 or 40 yards before the train passed him. The evidence of these men, which was not satisfactory, went to prove that they had done no lifting since half-past 11 in the morning, two hours and a half before the accident; that the line was in good order, and that the steam was not turned off from either of the engines when the train passed them; but two of them admitted that they had been beating up the ballast under the sleepers till the last moment as the trains approached; and a third that the ballast under the sleepers which supported two lengths of rails had not been beaten up when the train passed over them.

This last admission points, no doubt, to the cause of the accident. The leading engine (No. 5.) evidently met with a defective part of the road, near where these men had been at work, on which the sleepers had not been properly packed up, and its leading wheels left the rails. The second engine (No. 72.), and all the carriages, passed, it is true, over the same defective portion of road without being thrown off the rails; but the leading engine was, in consequence of its short wheel-base, and the weight which overhung its trailing wheels, more liable to feel any defect in the permanent way, and to be thrown off the line by it. This engine had run 260,000 miles previously, without leaving the rails or causing an accident, and it would doubtless have travelled safely past the Rednal Junction on this occasion if the permanent way had been in proper order; and even after its leading wheels left the rails, it would not have turned to the left so suddenly but for the circumstance of its meeting with the check rails and siding rail at the Rednal Junction.

One reason why the accident was so fatal in its results is to be found in the sudden way in which the carriages were brought to a stand, in consequence of the line having been obstructed by the tender of the leading engine; but another and more important reason was a want of sufficient break-power in the train.

There were only in this case, as I have stated, two guards and break-vans to 32 carriages, besides the breaks on the tenders;—a proportion which is quite insufficient for a reasonable degree of safety on any gradient, and which was especially so on gradients such as this train had to descend, the steepest having been 1 in 82 $\frac{1}{2}$. Of the two guards, one applied his break in obedience to a whistle from one of the engines; and the other, who did not hear the engine-whistle, when he found his van bumping over the rails after the permanent way had been disturbed by the front wheels of the leading engine. It frequently

happens in cases of accident that the amount of break-power upon a train makes all the difference of life or death to the passengers. In this particular instance, there was (leaving the 1,100 yards from the green flag to where the platelayers were working out of the question) a clear 600 yards for the application of break-power after the leading engine left the rails with two of its wheels. And a sufficient amount of break-power applied to the carriages over that distance would have caused them to act as a drag upon the engines instead of forcing them forward, and have so far reduced the speed that the great destruction of carriages which took place would have been prevented, and probably no lives would have been lost, when the carriages were finally brought to a stand.

Having reference to the present accident, as well as to that which has recently occurred with such lamentable results on another railway, I would observe, in conclusion, that whenever it is necessary, in consequence of an alteration in the permanent way of a railway, or from any other cause, to warn the engine-driver of a train at a point where there are no fixed signals, it is desirable that explosive (commonly called fog) signals should invariably be employed in addition to those hand signals—flags by day and lamps by night—which are too frequently used alone on such occasions. An engine-driver, properly acquainted with the line on which he is running, knows where the fixed signals are situated, and exactly the points at which he ought to look for them; and he is less liable to miss seeing those

signals; but he is not, though he ought always to be on the look-out, so sure to catch sight of an unexpected flag or lamp at the proper moment. Travelling at high speed, perhaps at 30, perhaps even at 60 miles an hour, or, in other words, at from half a mile to a mile in a minute, he may, during a glance at his fire, or his gauges, or at some portion of the machinery of his engine, omit to observe a flag at the side of the line, or a man in front of him at a point where he would not expect to find the permanent way obstructed.

The servants of a company in charge of the permanent way may be compelled to replace damaged or broken materials at any moment, in order to secure the safety of the traffic; but it is incumbent upon them, under the printed rules which are in force upon the different railways, to exhibit a warning signal when the line is not safe for traffic at the speeds ordinarily employed, not only to a train that may be expected, but also to any train that may approach them without notice. It is necessary, for the reasons above given, that they should, in doing so, appeal, by the use of explosive signals, to the sense of hearing as well as to the sense of sight of the engine-drivers, in order to ensure their obeying a signal thus made to them on a part of the line where they may not expect to find it.

I have, &c.

H. W. TYLER,
Capt. R.E.

*The Secretary
Board of Trade,
Whitehall.*

SOUTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 22nd June 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South-Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident which occurred, on the 9th instant, to the tidal passenger train near Staplehurst on the South-Eastern Railway.

My Lords trust that the Directors will give the recommendations contained in Captain Rich's report their careful consideration.

I am, &c.

JAMES BOOTH.

*The Secretary of the
South-Eastern
Railway Company.*

SIR,

Dulwich, 21st June 1865.

IN compliance with the instructions contained in your letter of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the lamentable accident that occurred on the 9th instant, near Staplehurst station, on the South-Eastern railway, by which 10 persons were killed and 40 others injured, some of them very seriously.

It appears that a gang of 4 carpenters, one laborer, and 3 platelayers, all of whom worked under the direction of the foreman of platelayers, has been employed for the last 8 or 10 weeks in taking out and renewing the longitudinal timbers that carry the rails on three viaducts, situated to the east of Staplehurst Station.

It was deemed expedient to execute these repairs during the intervals when the line would not be required for passenger traffic, rather than stop the

traffic on one line, and turn the whole traffic over a single line. The repairs, executed as they were one length at a time, (the new baulk always being fitted, ready for inserting, before the rail was disturbed,) could have been executed easily and safely, at properly selected intervals.

As the baulks had to be fitted ready for inserting before disturbing the road, it was desirable and necessary for the man on the spot who was in charge of the work to select these intervals. The platelayer or foreman of the gang, under whose orders all the carpenters and other platelayers were working, was that person. He bears the character of being a very steady and intelligent man, has been employed by the South-Eastern Railway Company 10 years, and has acted for 2 years and 10 months as foreman of platelayers on the two miles of road where the repairs were being executed.

His daily presence on this length of road must have given him a thorough knowledge of the times when all trains were due, except the tidal train; and he must have been equally aware that the time when the tidal train passed was always changing. The time service table that was furnished to him, that he had in his possession, and was seen to refer to, on the morning of the unfortunate calamity, afforded him the necessary information as to the time the tidal train would pass.

When at breakfast on the morning of the 9th inst. he informed some of the men sitting near him that the tidal train would not pass till 5.20 p.m. that day. He had the time service book in his hand at the time, and was seen to refer to it, but he mistook the time the tidal train would be due at Headcorn on the 10th June, for the time that it was due on the 9th, and read the time as 5.20 p.m. instead of 3.15 p.m., about which time it arrived.

The leading carpenter was also supplied with a time service book, but it had been cut in two, by a wheel passing over it, and as he was working under the orders of the foreman of platelayers, who had a

similar book, he did not consider it necessary to ask for another, in place of the one that was destroyed.

Notwithstanding the mistake of the foreman as to the time of arrival of the tidal train, no accident would have happened, had the regulations existing on the South-Eastern Railway been adhered to.

These regulations are, that previous to any rail being taken up, or the road opened or disturbed in any way, a signalman is to proceed, in the direction from whence a train may approach, with five detonating or fog signals and a red flag; that he is to place a fog signal on the rails, at every 250 yards, till he gets 1,000 yards (or more in case of curves or heavy gradients) from the spot where the repair is being executed; that he is to place 2 fog signals, 10 yards apart, at the extreme distance, where he is to remain and hold out a red flag, to warn any approaching train of danger, by waving the flag. This regulation was disregarded on the 9th June, and was not properly carried out by the foreman of platelayers in charge of the length between Headcorn and Staplehurst Station, during any part of the ten weeks, that the work had been going on. The inspector of the permanent way of this section of the South-Eastern Railway, does not appear to have visited the work as often as he should have done, or to have taken proper notice of the disregard of the regulations which he ought to have noticed when he visited the works.

It is also the custom and rule on the South-Eastern Railway, when "protracted repairs" are executed, that the engineer should report them to the manager, so that the latter gentleman may issue printed notices of the repairs and their locality, to all persons concerned. Such printed notices are referred to in the printed monthly service time tables.

This precaution, a most necessary one to insure drivers looking out when approaching the parts of the road under repair, was also omitted in the present case.

The engineer states, that the work on the viaducts was not looked upon as a "protracted repair," because each baulk or separate portion of the whole could be taken out, renewed, and the road made perfect, in the intervals between trains passing. I cannot agree in this view, and consider that a repair that requires the breaking of the permanent way (sometimes three times a day) at intervals for a period of ten weeks, or even for a much shorter period, should be looked upon as a "protracted repair."

In the present case, the inspector of permanent way did not report the repair to the engineer, and the latter states that he was not aware that the work was in progress. He could not, therefore, apply to the manager for the printed notices to be issued.

The platelayer's labourer, John Wiles, who had been employed as signalman during the ten weeks that the repairs were in progress on the viaducts (except for two days of that period), states, that he always went back to the 10th telegraph post, which is about 554 yards, and that he was at the same place on the afternoon of the 9th inst. when the tidal train arrived. He is borne out in this statement, by the carpenters and platelayers who were working on the viaduct, and by two laborers working in a bean field alongside the line; but the driver, fireman, and guards of the tidal train estimate the distance from where the signalman stood to the viaduct, as 150 or 200 yards. I believe from the evidence that the signalman was certainly beyond a crossing known as Slowman's crossing, which is 440 yards from the viaduct, and I see no reason to doubt his having been at the place stated by him, which was very little more than half the distance, that he should have been.

Moreover, his foreman only gave him two fog signals instead of five, and he was not instructed to use them, except in case of fog.

As the sun shone brightly, no fog signals were put down.

On the 9th June, John Benge, the foreman of

platelayers, who was in charge of the repairs at the Beult Viaduct, had completed 29 out of 32 baulks which had to be renewed. One of these three remaining baulks was replaced before, and the other after breakfast. The whole of similar renewals on the other viaducts, which were completed before the Beult viaduct, had been so well timed, that no passenger train was stopped during the progress of the works. One engine without a train, and two ballast trains, were the only ones that had been stopped, and the position of the flagman had been sufficiently distant from the work to effect this. On the 9th inst. the foreman, having examined the service time table at his breakfast hour, resolved to complete the 32nd (which was the last part of the whole work) in the interval between the up train due at Staplehurst at 2.51 p.m. and the down train due at 4.15 p.m. He mistook the time the tidal train was due; and the distance at which he had allowed the signalman to stand, though sufficient to stop a ballast train, was not sufficient to stop a train like the tidal train, (which travels about 50 miles per hour over this part of the South-Eastern Railway,) unless the driver had perceived the signal, some time before reaching it. The driver of the tidal train on this day, only became aware of the danger when he was about 500 yards from the viaduct. He shut off steam, whistled for the breaks, reversed his engine, and again put on steam. He states that he had reduced his speed from 45 or 50 miles per hour to 10 or 12 miles per hour when he reached the viaduct. I consider that his estimate of the speed to which he reduced his train, is erroneous; and, considering the time that would be lost before the breaks came into action, and the result of the catastrophe, it appears probable that he had not reduced the speed of the train below 30 miles per hour, when he reached the viaduct.

It is stated by the several witnesses, that the tidal train, consisting of an engine and tender, a guard's van, a second-class, seven first-class, two second-class carriages, and three vans, coupled in the order given, left Folkestone Station between 2.36 p.m. and 2.39 p.m. The time of leaving, according to the company's time table, was 2.38 p.m. Three guards accompanied the train. The one who travelled in the front van was furnished with the means of applying Cremer's patent breaks to two of the passenger carriages, in addition to the ordinary break of his van.

The other two guards, who travelled in separate vans behind the passenger carriages, had an ordinary break attached to each of their vans.

Five out of the fourteen carriages in the train were therefore supplied with break-power, in addition to the tender break. The guard's vans had glazed observatories, so as to see along the tops of the carriages and along the line, and they were provided with a cord for communicating with the driver, by sounding a whistle on the engine.

None of the guards perceived the "danger" signal, before reaching it. Their first intimation was the driver's whistle, and they state that they immediately commenced to apply their breaks. The leading guard unfortunately applied his common break, which takes some seconds to put on, before he applied the patent breaks, which go on quickly, with a spring. The train had probably got over half the distance between the signalman and the viaduct from which two rails had been removed, before the break came into action.

The line from beyond Headcorn Station (which is two miles from the scene of the accident) is perfectly straight. It is practically level for a mile and a half before reaching the viaduct, the gradient being 1 in 2102. The permanent way is very good. It consists of a double-headed rail, which weighs 75 lbs. per lineal yard, laid in lengths of 21 feet. It is fished and fixed with wooden keys, in chairs, which weigh 24 lbs. each.

The chairs are spiked to sleepers 10" x 5", laid transversely, about 3 ft. 1 in. apart, except those

next the joints, which are about 2 ft. apart. The line is very well ballasted.

The Beult viaduct, on which the unfortunate occurrence took place, has 8 openings, each 21 feet wide. The railway on the viaduct, is about 10 ft. above the bed of the river, which is now a small muddy stream, but covers the whole space under the viaduct in winter.

The piers of the viaduct are brick, 3 ft. thick, and the rails are carried over each opening on wooden beams, which are laid in cast-iron trough girders. The outside girders of the bridge, which carry the platform only, are also cast iron, and the platform outside and between the rails consists of chalk laid on corrugated iron sheeting. In order to remove the last baulk on the Beult viaduct, two lengths of rail, each 21 ft. long, had been taken out of the up line, after the up train due at Staplehurst at 2.51 p.m. had passed on the 9th inst. Only 13 ft. of the baulk had been removed. This piece carried the rail on that part of the bank, next to the viaduct.

The remainder of the baulk, from which the second length of rail had been removed, was still in the trough girder, when the tidal train arrived.

This train passed Headcorn Station, at 3.11 p.m., about two minutes late; she reached the viaduct about 2.13 p.m. The speed at which she reached the viaduct, appears to have carried the engine over that part of the road, from which the first length of rail on the bank had been removed. She left no mark on the cross sleepers, which extended for half this distance. She apparently reached the part where the second length of rail had been removed from the longitudinal beam, which fortunately still remained in the trough girder; and travelling along these longitudinal beams, with the top flanges of the girders acting probably as guard rails, she succeeded in crossing the viaduct, and was brought to a stand in the ballast on the bank about 28 yards from the Staplehurst end of the viaduct. Her right wheels remained between the up line of rails; and the left wheels, between the up line and the boundary fence of the railway.

The tender remained attached to the engine, and stood across the up line. The van next to it was unhooked, but remained on the bank standing across the up line, in an opposite direction to the tender. This van remained coupled to the second-class carriage next to it, which had its leading wheels on the viaduct, and the hind wheels suspended over the bed of the river. The first-class carriage next behind, hung by its front end to the second-class, and the other end, rested in the dry bed of the river. The next first-class carriage was turned bottom upwards in the dry bed of the river. The five next first-class carriages were in the mud and water. The front one of this lot was turned bottom upwards, and the others were partly on their sides and ends, and partly on top of each other. The next was a second class, which was on its side in the dry bed of the river. The next second-class had its front end on the bed of the river, and the back end coupled to the van behind it. This van remained with its hind wheels, on the bank furthest from Staplehurst, and its front wheels, one on, and one over, the side of the viaduct. The next two vans remained on their wheels, in the ballast on the bank. The four last vehicles remained coupled together. The train contained 80 first-class passengers and 35 second-class passengers. Seven women and 3 men were taken out dead, and 40 others with injuries of various kinds; some of them very serious. The driver was not injured. The fireman was very slightly hurt. The guard in the front van was not injured. The guard in the rear van was slightly injured, and the through guard rather more seriously. Seven of the carriages were completely destroyed from falling over the viaduct, or by breaking them up to extricate the passengers. The draw-hooks of these were much bent and strained. The rest of the carriages were not much injured, and none of the couplings were broken.

The engine that drew the train is a first-class en-

gine, with 17-in. cylinders and 22-in. stroke. The leading wheels are 4 ft. 9 in. diameter, and carry about 11 tons 1 cwt. The driving wheels are 7 ft. diameter, and carry about 12 tons 12 cwt. The trailing wheels are 4 ft. diameter, and carry about 9 tons 9 cwt.

The distance between centre of leading wheels and centre of driving wheels, is 8 ft., and between driving and trailing wheels, 8 ft. 6 in.

The tender when loaded, weighs about 24 tons. It has 6 wheels. The distance between centre of leading and centre of trailing wheel, is 14 ft. After the accident it was found that the axles of the engine were bent. One guard was broken, and the other bent. The feed pipes were broken, and the gearing which showed that the engine had been reversed, was bent, so that it could not be moved. The middle axle of the tender was broken, probably from being pulled violently against the first outside main girder of the viaduct. The horn plates of the middle axle were also broken. The hind axle was bent, and the horn plates twisted. The feed pipes, one buffer, the break blocks, and rods were injured.

The whole of the near side rails of the up line on the viaduct, were torn away, and from the end of the viaduct to where the engine stopped, they were bent and the chairs broken. The off side rails were bulged where the engine first dropped, in consequence of the two rails having been taken out. The next two lengths of the off rail were all right. All the others, up to the place where the engine stopped, were torn up.

The cast-iron trough girders carrying the rails consisted of two beams bolted together. The outside beam of the first girder, where the rail had been taken out, had pieces broken off both ends. It was broken in two in the centre, and had fallen into the bed of the river.

It appears to have been broken by the tender striking it heavily. The second and third outside girders were also broken, and the sixth and eighth were cracked. The corrugated iron sheeting between the girders, which was covered with chalk, was broken through in several places. The eastern abutment of the viaduct, and the three first brick piers, were damaged by the falling carriages. The fourth pier was slightly grazed.

Before concluding this report, I think it right to call attention to the circumstance, that this melancholy disaster has occurred on a perfectly straight and nearly level part of the South-Eastern Railway, where the permanent way is kept in excellent order. It has happened to a train which had a good proportion of break power, was drawn by a first-class engine, and made up in a proper manner, with communication between guards and driver.

In all human probability this train would have reached London safely, (even though the road was broken at the Beult viaduct) had the rules of the South-Eastern Company been adhered to. The provisions in these rules, for always using fog signals when rails are taken up, is an additional precaution, not generally adopted by Railway Companies.

It appears, however, that for the last ten weeks these rules have been daily disregarded on the line between Headcorn and Staplehurst Stations, and that the inspector of permanent way, who is supposed to visit every part of the line several times during the week, if he is unable to do so daily, took no notice of such disobedience of the rules, though it does not appear possible for him to have been ignorant of the fact.

I fear that the regulations which provide for signalmen going out certain distances, and guards going back with flags, to protect disabled trains, which are in existence on railways generally, are too often disregarded, or only partially carried out.

It appears also improper that a work of such extent as the renewal of the longitudinal timbers on several viaducts, occupying a period of ten weeks, should be carried on without the knowledge of the

engineer of the railway, and consequently without any notice to the drivers and others employed on the line.

I would suggest, for the future, that the Inspectors be called upon to furnish returns weekly, or at such stated intervals as may appear best, showing the works in progress, and the date of their visits to those works, which can easily be checked by corresponding entries by the station masters or other officials. It might also be useful for them to state, that they have satisfied themselves that the men under them understand and carry out their orders.

If these returns include all the events that may

occur in their district, they will afford the engineer and all other officers of the Company the means of checking, for the future, such irregularities as have caused this fearful calamity.

The result of the coroner's inquest is a verdict of manslaughter against the foreman of platelayers and the district inspector of permanent way.

I have, &c.

F. H. RICH,

Capt. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

REPORTS
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS

During the Month of May

1865.

(PART FIFTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
July 1865.



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FOR HER MAJESTY'S STATIONERY OFFICE.

1865.

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LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 26 June 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the London and North-Western Railway Company, the enclosed copy of the Report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 9th ultimo at the Menai Bridge Junction on the Chester and Holyhead section of the London and North-Western Railway.

I am, &c.

*The Secretary of the
London and North-Western
Railway Company.* JAMES BOOTH.

*Hampton Court,
17th June 1865.*

SIR,

IN compliance with the instructions contained in your minute of the 19th ult., I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th ult. at the Menai Bridge Junction on the Chester and Holyhead section of the London and North-Western Railway.

The junction points connecting the Carnarvon branch with the up main line are about 200 yards to the east of the passenger platform at the Menai Bridge station, and the signalman's box is on high ground above them. The branch line crosses the down main line 95 yards west of the junction box. The line being curved, in a hilly country, the view is much obstructed on both sides of the station. There is a bridge over the railway on the east of the junction, and an engine-driver in passing under it loses sight for a time of the signals. There are two double semaphore signals at the junction box, and a distant signal in each direction along the main line, but none on the branch.

A passenger train left Carnarvon at 8.31, two minutes late, on the evening in question, consisting of a tank-engine, a van, and four carriages, and reached the Menai Bridge station at 8.48 or 8.49. After remaining there for a minute, the guard "asked the porter on the platform if he was ready," and, hearing that he was so, blew his whistle to the engine-driver to give him a signal to start the train. The guard states that the engine-driver then "whistled once, and darted off as if the signal (at the junction box) was right for him to proceed," though he observed himself that that signal was not lowered, but remained at danger. The guard applied his break as hard as he could, and immediately afterwards the engine of his train struck the engine of another train coming in the opposite direction through the junction.

The signalman, who had done duty at the junction for 11 years, saw the Carnarvon train arrive at the Menai Bridge station from the west at 8.49, and saw the down train from Chester, which was due at 8.30, approaching from the east at the same time. He lowered his signals for the down train, to allow that train to proceed, and kept his signals up against the Carnarvon train, to detain it until the down train had passed. He did not hear the engine-driver of the Carnarvon train whistle, but saw him start, and he then at once turned his signal to danger against the down train; but the engine of the latter train was by that time under the bridge before referred to, east of his box, and the driver was therefore unable to see it.

The down train consisted of an engine and tender, 11 carriages, and one break-van. The engine-driver

found the distant-signal from the Carnarvon junction at all right, and the main signal at the junction box was lowered in answer to his whistle. As he passed under the bridge east of the junction box, he saw the Carnarvon train approaching in the opposite direction. He had already shut off his steam and applied his break for the purpose of stopping at the station, and he then reversed his engine just before the collision occurred. He was knocked off his engine, but was not much hurt.

The guard of this train applied his break on hearing the engine-driver's whistle as he approached the bridge over the railway, and had almost got it on before he was knocked down in his van by the force of the collision.

The engine from Carnarvon was thrown off the line, two of its springs and one life-guard were broken, and its coal-bunker was damaged. A van and a first-class carriage were thrown off the line and much damaged in the train behind it.

The engine from Chester was more damaged than the Carnarvon engine. The buffer plank, the front supporting plate, and the two cylinders were broken, the lower part of the tube-plate was stove in, and the motions were damaged. But the carriages from Chester did not leave the rails.

Twenty-five passengers were unfortunately more or less injured in the two trains.

I had no opportunity of examining the engine-driver from Carnarvon, because he had been dismissed from the Company's service. But there appears to be no doubt of his having advanced towards the main line in opposition to the indication of the junction signal, and he disobeyed the Company's instructions in allowing two lads from the Bangor station to ride on his engine, who were there when the collision occurred.

But as the junction signal for the Carnarvon line is 95 yards on the wrong side of one point of danger at the junction, and of the site of the collision, it is desirable that an auxiliary signal should be supplied about 150 yards from the junction box, and worked by a wire from that box in the direction of the station, to act as a distant-signal for the Carnarvon up line.

The down trains for Carnarvon pass the Menai Bridge station on the main line, and are then set back, through a pair of points 420 yards from the junction box, to the branch. There are thus no facing points at the junction; but a means of inter-communication should be supplied between the junction signalman and the pointsman who is in charge of the above points, 420 yards on the west of it, and who shunts back the branch trains from the main line to the branch, in order that there may not, in clear weather or fog, be any misunderstanding between them, and that the shunting trains may in all cases be protected by the junction signals as long as they are in the way of the main line trains.

It would be an improvement, by giving the signalman a better view, if the junction box were removed to a site west of its present position, which was pointed out by the signalman to the officers of the Company when I was on the spot; and it would be better, in my opinion, if the main line distant-signals were kept as a rule at danger, instead of being allowed to remain ordinarily, as they now are, at "all right."

The trains are already signalled, for the protection of the traffic in passing through a tunnel, by telegraph from Bangor to the "George Crossing," half a mile short of the junction. It would be a great advantage if the telegraph-working were extended to the junction, and if the signalman were thus enabled to receive notice of the approach of trains from each direction.

I have to observe, in conclusion, that there was no break-van or break-carriage at the tail of the Carnarvon train, though that train had run for $2\frac{1}{4}$ miles over rising gradients of 1 in 80 from Carnarvon, it being customary to run the trains in that direction with a van in the front only. That van, next behind the tender, was certainly useful on the present occasion, in lessening the shock of the collision to the passengers in the carriages behind it; but the accidental fracture of a coupling on the gradients above

referred to, might, on the other hand, with no break at the tail of the train, lead to the most serious results; and I am glad to learn that some break-carriages are in course of construction with a view to the avoidance of this source of danger.

I have, &c.,

H. W. TYLER,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

LONDON AND SOUTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
27th June 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and South-Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision at Nine Elms, on the London and South-Western Railway, on the 15th ultimo.

I am, &c.,
JAMES BOOTH.

*The Secretary of the
London and South-Western
Railway Company.*

SIR,

Hampton Court, 22nd June, 1865.

IN COMPLIANCE with the instructions contained in your minute of the 19th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident that occurred on the 15th ultimo, at Nine Elms, on the London and South-Western Railway.

At two miles from the Waterloo Station there are two signal-boxes, about 80 yards apart, which are commonly called the *upper* box and the *further* box, the former on the east of the railway, the latter to the north of it and on the west of the railway. The two main lines, as well as the lines to and from Twickenham and Windsor, run between these boxes, and there are junctions with the goods yard on the west, and the locomotive yard on the east of the railway near them. The goods-yard signal, the main line down and auxiliary signals, and all the up signals are worked from the *upper* box; while the Windsor line *stop* signal and auxiliary, and the main down line *stop* signal, as well as three pairs of points, are worked from the *further* box. There are telegraph bells and instruments, on Mr. Preece's system, in the two boxes.

At 5.15 p.m. on the afternoon in question, a shunting engine from the goods yards went into the "excursion line," which is a siding next to the Windsor up line, and which is connected with that line by a pair of facing points, opposite to and worked from the *further* box. The driver of this engine whistled twice, as a warning to the signalmen in the two boxes that he wanted to cross the four lines of rails to the locomotive yard. The signalman at the *further* box, Malthouse, heard the above two whistles, and saw at the same time a train approaching from the south on the main line, third from his box; but he did not notice that a train was also approaching from the same direction on the Windsor up line, nearest to his box. Thinking that this Twickenham train had previously passed, and that the signalman in the *upper* box would allow the shunting engine to cross as soon as the Portsmouth train had passed, he pulled his points over in readiness for it; and as these were facing points to the Twickenham train then approaching, he, in fact, turned them over just in time to allow that train to run into the "excursion line," and to prevent it from continuing its course towards the Waterloo Station.

On hearing the whistle of the engine driver, he endeavoured to turn the points back again, but he caught hold, in his hurry, of the "right lever and the wrong catch," and was therefore unable to do so, and

the whole train ran into the "excursion line," and came violently into collision with the shunting engine, which was standing on it at a distance of 70 or 80 yards from the points.

The Twickenham train started from that place at 4.50 p.m., consisting of an engine and tender, 11 carriages, and two break-vans, one at each end of the carriages. The engine driver left Clapham Junction nearly at his proper time, and soon after saw the signals lowered for him to pass the Nine Elms Junction. He shut off his steam, while travelling at 25 or 30 miles an hour, a quarter of a mile from that junction. The Portsmouth train passed him near a bridge which is a short distance to the south of the *further* box, and about the same time he observed that the facing points leading to the "excursion line" were set in the wrong direction. He at once, when 40 or 50 yards from the points, opened both his whistles, reversed his engine, and turned on his steam, while his mate applied the tender break; but he could not, of course, do much to reduce his speed, which he estimates at 12 to 14 miles an hour, before the collision occurred.

He was thrown against his fire-box, and covered with coals, which flew forward upon him from the tender, and was much bruised. The fireman was thrown forward against the gauge-glass and the fire-box, and was severely injured in the arm and scalded. The guard, who rode in the van next behind the tender, began to apply his break as soon as he heard the engine-whistle; but he was thrown down in his van after seeing the engine turned into the "excursion" line, and he remembered nothing further until he found himself afterwards at the Waterloo Station. Forty-four of the passengers were unfortunately injured, but the majority of them slightly, with bruises and contusions.

The pointsman, Malthouse, frankly and fully admitted his errors, in forgetting that the Twickenham train had not passed, and in altering his facing points before his colleague in the *upper* box turned off the signal to allow the shunting engine to come off the "excursion line."

But the arrangements of the Company were defective in permitting these facing points to be worked by one man from the *further* box, while the signals which protected them, and by which the engine-drivers of the Windsor and Twickenham trains were necessarily guided in approaching them, were worked by another man from the *upper* box. It is extraordinary that such a system should have been allowed to remain so long in operation at so important a point, when, with proper appliances, the work that was done by two men at these two boxes could have been done more economically, and without any risk of such an accident, by one man from one box conveniently situated. But I am happy to be able to add in conclusion, that the arrangements in connection with this junction are being entirely remodelled. The facing points in question are to be done away with, and a new cabin of superior construction, and with the best apparatus, is being fitted up to the south of the boxes above referred to, from which all the work hitherto done at those boxes will be more satisfactorily performed.

I am, &c.

H. W. TYLER,
Captain, R.E.

*The Secretary of the
Board of Trade,
Whitehall.*

RAILWAYS.

SESSION 1865.

REPORT by the BOARD OF TRADE on the Applications to the Board under the RAILWAY COMPANIES POWERS ACT (1864), and RAILWAYS CONSTRUCTION FACILITIES ACT (1864), respectively; and of the Proceedings of the Board with respect thereto.

RAILWAY COMPANIES POWERS ACT (1864).

APPLICATIONS under this Act for certificates to authorize the raising of additional capital were made in the month of November 1864, by the following Companies:

The Cockermouth, Keswick, and Penrith Railway Company, for authority to raise 34,000 *l.* by the issue of shares, either preferential or ordinary, and 11,000 *l.* by borrowing on mortgage.

The Cork and Kinsale Junction Railway Company, for authority to raise 20,000 *l.* by the issue of shares or stock, either preferential or ordinary, and one-third of that sum by borrowing on mortgage, with power to issue debenture stock.

The Dunfries, Lochmaben, and Lockerby Junction Railway Company, for authority to raise 34,000 *l.* by the issue of shares or stock, either preferential or ordinary, and one-third of that sum by borrowing on mortgage, with power to issue debenture stock.

The Finn Valley Railway Company, for authority to raise 20,000 *l.* by the issue of preferential shares.

The Hatfield and St. Albans Railway Company, for authority to raise 15,000 *l.* by the issue of preferential shares or stock, and 5,000 *l.* by borrowing on mortgage, with power to issue debenture stock.

The Hull and Hornsea Railway Company, for authority to raise 50,000 *l.* by the issue of shares or stock, either preferential or ordinary, and 16,000 *l.* by borrowing on mortgage, with power to issue debenture stock.

The Tenbury and Bewdley Railway Company, for authority to raise 20,000 *l.* by the issue of preferential shares.

The Ulster Railway Company, for authority to raise 200,000 *l.* by the issue of preferential shares or stock.

The Inverness and Perth Junction and the Inverness and Aberdeen Junction Railway Companies, for authority for each of the two Companies to raise 200,000 *l.* by the issue of shares or stock, either preferential or ordinary, and 66,600 *l.* by mortgage.

No objections were made to any of the above applications, with the exception of that of the Tenbury and Bewdley Railway Company, which was objected to by a shareholder of the Company, who afterwards withdrew his objection.

In the case of the *Inverness and Aberdeen Junction* and the *Inverness and Perth Junction Railway Companies*, my Lords postponed their consideration of the application, inasmuch as it appeared that a Bill had been promoted by those two Companies for effecting an amalgamation of their undertakings; and it appeared to my Lords that the question of authorizing the Companies to raise

additional capital could more properly be considered by the Select Committee to which that Bill should be referred than by their Lordships.

With the exception of the application of the Inverness and Aberdeen Junction and the Inverness and Perth Railway Companies, the consideration of which was so postponed, my Lords saw no reason for refusing to accede to any of the above-mentioned applications. Draft certificates were accordingly settled by their Lordships in the case of all the other Companies, and were laid before both Houses of Parliament on the 16th of February last.

No resolution was come to by either House of Parliament that any of the certificates of which the drafts were so laid before the two Houses ought not to be made; and my Lords accordingly, on the expiration of six weeks after laying the drafts before the two Houses, made and issued certificates in conformity with such drafts, and authorized the publication thereof in the appropriate Gazettes, at the expense of the Promoters.

RAILWAYS CONSTRUCTION FACILITIES ACT (1864).

An application was made under this Act by the *Eastern Metropolitan Underground Railway Company* for a certificate to authorize the construction of a railway within the Metropolitan District, 1 mile 60 chains in length, commencing in the centre and beneath the surface of Aldgate High-street, east of the Minories, and terminating in the centre and beneath the surface of the Mile End-road, west of the Regent's Canal.

The Promoters failed to lodge at this Office a copy of the Newspaper and Gazette containing the advertisements of their application within the time prescribed by the general rules sanctioned by the Act.

They in like manner failed to lodge a printed copy of the Gazette advertisement for public inspection, as required by the 13th rule.

Objections to complying with the application of the Promoters were in due course made to this Board by a large number of public bodies and private proprietors of lands and houses adjoining or near the proposed railway, on the ground of public inconvenience and violation of private rights; and in the case of one or more of these bodies objecting to the grant of such a certificate, on the ground that the Promoters had failed duly to deposit in this office a printed copy of the Gazette for public inspection. It became unnecessary, however, to inquire into the merits of the objections so brought before them, inasmuch as their Lordships felt themselves bound to refuse the certificate on the preliminary ground that the Promoters had failed to show to their Lordships that, prior to making their application for a certificate, they had, in compliance with the Act, contracted for the purchase of the lands required for the railway.

Besides the objections to the Eastern Metropolitan Underground Railway above referred to, a notice of opposition by the Great Eastern Railway Company was, under the ninth section of the Act, lodged at this Office within the time prescribed by the General Rules, but this was afterwards, before the meeting of Parliament, withdrawn.

Board of Trade, April 1865.

James Booth.

RAILWAYS.

Session 1865.

REPORT by the BOARD OF TRADE on the
Applications to the Board under the RAILWAY
COMPANIES POWERS ACT (1864), and RAIL-
WAYS CONSTRUCTION FACILITIES ACT (1864),
respectively; and of the Proceedings of the
Board with respect thereto.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
7 April 1865.

RAILWAY AND CANAL, &c. BILLS.

REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

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GENERAL REPORT of the BOARD OF TRADE on the RAILWAY, &c.
BILLS of 1865.

THE Number of Bills deposited for this Session, which relate to RAILWAYS, CANALS, HARBOURS, DOCKS, and TIDAL WATERS in the United Kingdom, is 439, of which 409 relate to RAILWAYS.

Of those Railway Bills, 348 authorise new works, which may be classed as follows :

BY NEW COMPANIES.

	NUMBER OF BILLS.	LENGTH OF LINE.
England - - - -	162	1,980 miles.
Scotland - - - -	14	392 „
Ireland - - - -	15	306 „
TOTAL - - - -	191	2,678 „

BY EXISTING COMPANIES.

	NUMBER OF BILLS.	LENGTH OF LINE.
England - - - -	116	1,262 miles.
Scotland - - - -	30	290 „
Ireland - - - -	11	40 „
TOTAL - - - -	157	1,592 „

The total length of New Lines is, therefore, 4,270 miles, and there are in addition 76 miles of Deviation Lines.

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		1	3
	The <i>Metropolitan District Railway Bill</i> - - - - -	0	78
	The <i>North Surrey Railway Bill</i> - - - - -	2	16
	The <i>Waterloo and Whitehall Railway Bill</i> - - - - -	0	48

The following five Bills also affect, to some extent, the "Metropolitan Railway District," but their more important objects appear to connect them more properly with other Groups, in which they will be found below, viz. :

- The *Great Western Railway (Additional Powers) Bill*, in page 14.
- The *London and North Western Railway (New Works and Additional Powers) [England and Scotland] Bill*, in page 13.
- The *London and South Western Railway (Additional Powers) Bill*, in page 9.
- The *Midland Railway (New Lines and Additional Powers) Bill*, in page 13.
- The *Tooting, Merton and Wimbledon Extension Railway Bill*, in page 9.

South Eastern
District.

The following Bills relate to the district occupied by the South Eastern and the London, Chatham and Dover Railways :

The <i>Deal and Dover Railway Bill</i> - - - - -	9	47
The <i>Dover, Deal, and Sandwich Railway Bill</i> - - - - -	12	53
The <i>Gravesend Railway and Landing Stage Bill</i> - - - - -	1	32
The <i>Hadlow Railway Bill</i> - - - - -	7	37
The <i>London, Chatham, and Dover Railway (No. 2) Bill</i> - - - - -	1	17
The <i>Mayfield Railway Bill</i> - - - - -	6	56
The <i>North Kent Railway (Extension) Bill</i> - - - - -	15	48
The <i>Sevenoaks Railway Bill</i> - - - - -	—	
The <i>Weald of Kent Railway Bill</i> - - - - -	3	56
The <i>West Kent Railway Bill</i> - - - - -	19	25

The

The following Bills relate to the district principally occupied by the London, Brighton, and South Coast Railway:

	Length of New Line.		Grouping.
	M.	CHS.	
			England.
			London, Brighton, and South Coast District.
The Brighton Central Railway Bill - - - - -	9	3	
The Chichester and Midhurst Railway Bill - - - - -	9	67	
The Crystal Palace New Railways Bill - - - - -	6	23	
The East Surrey Railway Bill - - - - -	10	14	
The London, Brighton, and South Coast Railway (St. Leonard's Line and Deviations) Bill - - - - -	17 10	63 51	{ deviations
The Surrey and Sussex Junction Railway Bill - - - - -	24	19	
The Sussex Central Railway Bill - - - - -	15	60	
The West Sussex Junction Railway Bill - - - - -	2	38	{ deviation

The following Bills relate to the district principally occupied by the London and South Western Railway and to Railways in the Isle of Wight:

South and West Division:

The Beaminster Railway Bill - - - - -	6	37	
The Bridport, Lyme Regis and Axminster Railway Bill - - - - -	17	65	
The Fareham and Netley Railway Bill - - - - -	7	72	
The Lyme Regis and Chard Road Railway Bill - - - - -	9	16	
The Lyme Regis Junction Railway Bill - - - - -	9	20	
The Poole and Bournemouth Railway Bill - - - - -	8	61	
The Southampton and Isle of Wight Railway Bill - - - - -	8	68	

North and East Division:

The Great Western and Surrey Docks Junction Railway Bill - - - - -	10	77	
The Havant, Hambledon, and Droxford Railway Bill - - - - -	11	62	
The London and South Western Railway (Additional Powers) Bill - - - - -	1	4	
The London and South Western Railway (Kensington, &c.) Bill - - - - -	2 0	65 31	{ alteration
The London and South Western Railway (New Lines in Surrey) [Kingston, &c., Junction] Bill - - - - -	6	44	
The London and South Western Railway (Pirbright, Aldershot, and Farnham) Bill - - - - -	8	77	
The Sunningdale and Cambridge Town Railway Bill - - - - -	12 1	62 35	{ deviation
The Thames Valley, and London and South Western Junction Railway Bill - - - - -	3	3	
The Tooting, Merton, and Wimbledon Extension Railway Bill - - - - -	0	49	

Grouping. <u>England.</u> Isle of Wight.	Isle of Wight.	Length of New Line.	
		M.	CHS.
	The <i>Bembridge Railway, Tramway, and Pier Bill</i>	-	1 19
	The <i>Brading, Newport, and Yarmouth Railway Bill</i>	-	21 48
	The <i>Isle of Wight Railway (No. 1) Bill</i>	-	13 21
	The <i>Isle of Wight Railway (No. 2) (Steamboats) Bill</i>	-	—
	The <i>Isle of Wight Ferry Bill</i>	-	1 27
	The <i>Ryde Pier Tramways Bill</i>	-	0 76
	The <i>Ventnor and Bonchurch Tramway Bill</i>	-	2 8

Somersetshire.

The following Bills relate to Railways in Somersetshire :

The <i>Bath Gas Bill</i>	-	0 22
The <i>Brean Down Harbour Railway Bill</i>	-	3 20
The <i>Bristol and Exeter (Additional Powers) Bill</i>	-	—
The <i>Bristol and North Somerset Railway (Bristol and Bath Lines) Bill</i>	-	10 10
The <i>Bristol and North Somerset Railway (Southern Extension) Bill</i>	-	20 7
The <i>Bristol Joint Station Bill</i>	-	—
The <i>Bristol Port Railway and Pier Bill</i>	-	—
The <i>East Somerset and Cheddar Valley Railway Bill</i>	-	0 55
The <i>East Somerset Extension Railways Bill</i>	-	13 3
The <i>Radstock and Bath Railway Bill</i>	-	9 18
The <i>Watchet and Minehead Railway Bill</i>	-	8 56

The following Bills relate to Railways in Devon :

North Devon.

In North Devon :

The <i>Bristol and Exeter and Devon and Somerset Railways Bill</i>	-	—
The <i>Devon and Somerset Railway (Extensions) Bill</i>	-	1 48
The <i>Devon and Somerset Railway (Ilfracombe Harbour) Bill</i>	-	—
The <i>Devon and Somerset Railway (Ilfracombe Railway) Bill</i>	-	—
The <i>Exe Valley Railway Bill</i>	-	10 76
The <i>Ilfracombe Railway Bill</i>	-	—
The <i>London and South Western Railway (Torrington Extension) Bill</i>	-	5 37
The <i>Okehampton Railway (No. 1) Bill</i>	-	41 15
The <i>Okehampton Railway (No. 2) Bill</i>	-	25 71
The <i>Tiverton and North Devon Railway Bill</i>	-	8 12

South Devon.

In South Devon :

The <i>Buckfastleigh, Totnes, and South Devon Railway Bill</i>	-	2 30
The <i>Bude Canal and Launceston Junction Railway Bill</i>	-	2 65
The <i>Launceston and Holsworthy Railway Bill</i>	-	13 25

The

	Length of New Line.		Grouping.
	M.	CHS.	
The <i>Moretonhampstead and South Devon Railway Bill</i>	-	4 4	South Devon.
The <i>Plymouth and Dartmoor Railway Bill</i>	-	-	
The <i>Sidmouth and Budleigh Salterton Railway Bill</i>	-	{ 4 78 deviation 2 25	*
The <i>Sidmouth Railway and Harbour Bill</i>	-	0 41	
The <i>South Devon Railway Bill</i>	-	0 30	
The <i>South Hams (Devon) Railway Bill</i>	-	32 22	
The <i>Teign Valley Railway Bill</i>	-	1 28	

The following Bills relate to Railways in Cornwall :

Cornwall.

The <i>Bodmin and Wadebridge Railway Bill</i>	-	-	-	-	-	-
The <i>Bodmin Railway (Extension) Bill</i>	-	-	-	-	{ 0 62 deviation 7 66	
The <i>Callington and East Cornwall Railway Bill</i>	-	-	-	-	12 30	
The <i>Callington and Saltash Railway Bill</i>	-	-	-	-	10 38	
The <i>Delabole and Boscastle Railway Bill</i>	-	-	-	-	14 41	
The <i>Launceston, Bodmin and Wadebridge Junction Railway Bill</i>	-	-	-	-	23 2	
The <i>Lostwithiel and Fowey Railway Bill</i>	-	-	-	-	-	
The <i>Saltash and Callington Railway Bill</i>	-	-	-	-	9 70	
The <i>Truro and Newquay Railway Bill</i>	-	-	-	-	9 26	
The <i>West Cornwall Railway Bill</i>	-	-	-	-	-	

The following Bills relate to Railways in the District of the Great Eastern Railway :

Great Eastern
District.

1. Northern parts :

Northern parts.

The <i>Bury St. Edmunds and Thetford Railway Bill</i>	-	-	13 21
The <i>Downham, Stoke Ferry, and Brandon Railway Bill</i>	-	-	17 26
The <i>Ely, Haddenham, and Sutton Railway Bill</i>	-	-	9 75
The <i>Great Eastern Railway (Bishops Stortford, &c., and Ramsey Railways) Bill</i>	-	-	-
The <i>Great Eastern Railway (Somersham to Ramsay) Bill</i>	-	-	7 79
The <i>Great Yarmouth Borough, Haven and Port Bill</i>	-	-	0 76
The <i>King's Lynn Docks and Railway Bill</i>	-	-	0 44
The <i>Lynn and Sutton Bridge Railway Bill</i>	-	-	1 50
The <i>Mellis and Eye Railway Bill</i>	-	-	2 73
The <i>Peterborough, Wisbeach, and Sutton Railway Bill</i>	-	{ 11 3 deviation 0 66	

2. Southern parts :

Southern parts.

The <i>Colne Valley and Halstead Railway Bill</i>	-	-	-
The <i>East Essex Railway Bill</i>	-	-	3 78
The <i>Great Eastern Railway (Capital, &c.) Bill</i>	-	-	-
The <i>Ipswich and Felixstow Railway (No. 1) Bill</i>	-	-	11 77
The <i>Ipswich and Felixstow Railway (No. 2) Bill</i>	-	-	12 23
The <i>London, Tilbury, and Southend Railway Bill</i>	-	-	-
The <i>Mistley, Thorpe and Walton Railway Bill</i>	-	-	-
The <i>South Essex Railway Bill</i>	-	-	31 54

Grouping.	The following Bills relate to Railways in Northumberland and Durham :	Length of New Line.	
England.		M.	CHS.
Northumberland and Durham.	The <i>Hexham and Alendale Railway Bill</i> - - - -	19	7
	The <i>North Eastern Railway (Pelaw and other Branches) Bill</i> - - - - -	17	67
	The <i>South Northumberland Railway Bill</i> - - - -	11	8
	The <i>Tees Valley Railway Bill</i> - - - - -	7	1
Cumberland, Westmorland, and North Lancashire.	The following Bills relate to Railways in Cumberland, Westmorland, and North Lancashire :		
	The <i>Furness Railway Bill</i> - - - - -	9	40
	The <i>Maryport and Carlisle Railway Bill</i> - - - -	5	78
	The <i>Maryport and Carlisle, Whitehaven Junction, Cocker- mouth and Workington, Whitehaven and Furness Junction, Whitehaven, Cleator, and Egremont, and Solway Junction Railways Bill</i> - - - - -	—	
	The <i>Solway Junction Railway (Deviation, &c.) Bill</i> - -	10	73
	The <i>Whitehaven and Furness Junction Railway Bill</i> -	{ enlargement 4 16 0 72	
	The <i>Whitehaven, Cleator, and Egremont Railway Bill</i> -	1	18
	The <i>Whitehaven Junction Railway, and Cockermouth and Workington Railway Bill</i> - - - - -	—	
York, Northern District.	The <i>Whitehaven Junction Railway Bill</i> - - - -	{ improvement 0 18	
	The following Bills relate to Railways in Yorkshire :		
	In the Northern District :		
	The <i>Cuitheroe and West Riding Junction Railway Bill</i> -	11	45
	The <i>East and West Yorkshire Union Railway Bill</i> - -	51	50
	The <i>Forcett Railway Bill</i> - - - - -	5	0
	The <i>Furness and Yorkshire Union Railway Bill</i> - -	14	45
	The <i>Leeds, North Yorkshire, and Durham Railway Bill</i> -	124	45
	The <i>North Eastern and Cleveland Railways Bill</i> - -	7	28
	The <i>North Eastern Railways (Gilling, Helmsley, and Pickering Branch) Bill</i> - - - - -	17	34
	The <i>North of England Union Railway Bill</i> - - - -	88	7
	The <i>Scarborough and Whitby Railway Bill</i> - - - -	21	41
	The <i>Skipton, Wharfedale, and Leybourn Junction Railway Bill</i> - - - - -	31	5
	The <i>West Hartlepool Harbour and Railway, and Cleveland and North Eastern Railways Bill</i> - - - - -	—	

	Length of New Line.		Grouping.
	M.	CHS.	England.
In the Southern District :			
The <i>Barnsley, Ackworth, and Pontefract Railway Bill</i>	15	68	York, Southern District.
The <i>Great Northern, and Leeds, Bradford, and Halifax Junction Railways Amalgamation Bill</i>	—	—	
The <i>Great Northern Railway and West Yorkshire Railway Amalgamation Bill</i>	—	—	
The <i>Huddersfield and Halifax Railway Bill</i>	8	23	
The <i>Leeds New Railway Station Bill</i>	0	37	
The <i>Luddenden Valley Railway Bill</i>	1	74	
The <i>Midland Railway (Barnsley to Kirkburton) Bill</i>	12	33	
The <i>North Eastern Railway (Leeds Extension) Bill</i>	1	17	
The <i>West Riding and Grimsby Railway Bill</i>	—	—	
The <i>West Yorkshire Railway Bill</i>	0	43	

The following Bills refer to Railways in Lancashire :

Lancashire.

The <i>Birkenhead and Liverpool Railway Bill</i>	4	34	
The <i>Heysham Railway and Pier Bill</i>	3	24	
The <i>Lancashire and Yorkshire Railway (Additional Powers) Bill</i>	4	53	
The <i>Lancashire and Yorkshire Railway and Lancashire Union Railway Companies Bill</i>	—	—	
The <i>Lancashire and Yorkshire, Midland and Leeds, Bradford and Halifax Junction Railways Bill</i>	8	14	
The <i>Lancashire Union Railways (New Lines)</i>	12	59	
The <i>London and North Western Railway (New Works and Additional Powers) (England and Scotland) Bill</i>	12	62	widening
	7	11	
The <i>Manchester Central Station and Railway Bill</i>	0	58	
The <i>Manchester, Sheffield, and Lincolnshire Railway (Exten- sion to Liverpool) Bill</i>	32	32	
The <i>Manchester, Sheffield and Lincolnshire Railway (Pur- chase, &c.) Bill</i>	—	—	
The <i>Manchester, Sheffield, and Lincolnshire Railway (Widen- ing part of Manchester, South Junction and Altrincham Railway, &c.) Bill</i>	1	43	widening
The <i>Midland Railway (New Lines and Additional Powers) Bill</i>	31	68	deviation alterations
	0	18	
	4	53	
The <i>Preston and Wyre Railway, Harbour and Dock Bill</i>	3	41	
The <i>South Lancashire Railways and Dock Bill</i>	30	32	

Grouping. England. Cheshire and Flintshire.	The following Bills relate to Railways in Cheshire and Flintshire, viz.:	Length of New Line.	
		M.	CHS.
	The <i>Cheshire Lines Bill</i> - - - - -	-	-
	The <i>Chester and West Cheshire Junction Railway Bill</i> -	8	1
	The <i>Connah's Quay Railways and Docks (Wrexham, Mold, and Connah's Quay Railway) Bill</i> - - - - -	7	21
	The <i>Dee and Mersey Junction Railway Bill</i> - - - - -	15	9
	The <i>Great Northern and Manchester, Sheffield and Lincolnshire Railway Companies (Cheshire Lines, &c.) Bill</i> - - -	3	19
	The <i>Holywell Railway Bill</i> - - - - -	10 1	49 25
	The <i>Hoylake Railway (New Works) Bill</i> - - - - -	4	68
	The <i>Knutsford and Warrington Railway Bill</i> - - - - -	12	74
	The <i>Macclesfield and Knutsford Railway Bill</i> - - - - -	11	32
	The <i>Manchester and Cheadle Railway Bill</i> - - - - -	5	54
	The <i>Mold and Denbigh Junction Railway (Deviations, &c.) Bill</i> - - - - -	2	44
	The <i>Mold and Denbigh Junction Railway (Extensions) Bill</i>	17	53
	The <i>Wrexham and Minera Railway Bill</i> - - - - -	3	74
	The <i>Wrexham, Mold, and Connah's Quay Railway (Dee Valley Branch) Bill</i> - - - - -	7	77
	The <i>Wrexham, Mold, and Connah's Quay Railway (New Lines) Bill</i> - - - - -	18	18

Staffordshire and
Shropshire.

The following Bills relate to Railways in Staffordshire and Shropshire :

The <i>Bishop's Castle Railway (Chirbury to Minsterley) Bill</i> -	9	22
The <i>Bishop's Castle Railway (Deviations, &c.) Bill</i> -	0 10	22 70
The <i>Bishop's Castle Railway (Extensions to Craven Arms, &c.) Bill</i> - - - - -	3	78
The <i>Bishop's Castle Railway (Wenlock Extension) Bill</i> -	13	16
The <i>Central Wales and Staffordshire Junction Railway Bill</i>	52	79
The <i>Drayton Junction Railway (Extensions) Bill</i> - - -	8	11
The <i>Great Western (Additional Powers) Bill</i> - - -	7 0	42 54
The <i>North Staffordshire Railway (Potteries Loop Line) Bill</i> - - - - -	7	74
The <i>Shrewsbury and North Wales Railway Bill</i> - - -	0 1	72 0
The <i>Shrewsbury and Potteries Junction Railway Bill</i> - -	23	31
The <i>Stafford and Uttoxeter Railway Bill</i> - - - - -	-	-
The <i>Stourbridge Railway Bill</i> - - - - -	0	67
The <i>Wolverhampton and Bridgnorth Railway Bill</i> - - -	12	19
The <i>Wolverhampton and North Staffordshire Junction Railway Bill</i> - - - - -	6	54
The <i>Wolverhampton and Walsall Railway Bill</i> - - -	5	77

The

The following Bills relate to Railways in Worcestershire :

	Length of New Line.		Grouping. <u>England.</u>
	M.	CHS.	
The <i>Alcester, Stratford-upon-Avon, and Warwick Junction Railway Bill</i> - - - - -	8	14	Worcestershire.
The <i>Evesham and Redditch Railway Bill</i> - - - - -	8	2	
The <i>Halesowen and Bromsgrove Branch Railways Bill</i> - - - - -	7	15	
The <i>Ledbury and Tewkesbury Railway Bill</i> - - - - -	19	43	
The <i>London, Worcester, and South Wales Railway (Stratford-on-Avon to Worcester) Bill</i> - - - - -	23	17	
The <i>Tewkesbury and Malvern Railway Bill</i> - - - - -	-	-	

The following Bills relate to Railways in Wiltshire, Gloucestershire, and Berkshire :

The <i>Andover, Hungerford, and Faringdon Railway Bill</i> - - - - -	41	57	Wiltshire, Gloucestershire, and Berkshire.
The <i>East Gloucestershire and Wiltshire Railway Bill</i> - - - - -	17	74	
The <i>Monmouth, Forest of Dean, and Standish Junction Railway Bill</i> - - - - -	11	70	
The <i>North and South Wiltshire Junction Railway Bill</i> - - - - -	17	49	
The <i>Severn Junction Railway Bill</i> - - - - -	15	61	
The <i>South Wales and Great Western Direct Railway Bill</i> - - - - -	40	75	
The <i>South Wales Junction Railway Bill</i> - - - - -	7	6	
The <i>Stonehouse and Nailsworth Railway Bill</i> - - - - -	1 0	26 62	
The <i>Wiltshire Railway Bill</i> - - - - -		47	58

The following Railway Bills relate to Railways in Monmouthshire :

following Railway Bills relate to Railways in Monmouthshire :					Monmouthshire.
The <i>Abergavenny and Monmouth Railway Bill</i>	-	-	-	12	60
The <i>Alexandra (Newport) Docks Bill</i>	-	-	-	4	46
The <i>East Usk Railway and Dock (No. 1) Bill</i>	-	-	-	21	29
The <i>Monmouthshire Railway and Canal Bill</i>	-	-	-	3 41 deviation 0 71 doubling 2 60	
The <i>Newport and Usk Railway Bill</i>	-	-	-	11	32
The <i>Pontypool, Caerleon, and Newport Railway Bill</i>	-	-	-	12	6
The <i>Ross and Forest of Dean Railway Bill</i>	-	-	-	8	38
The <i>Ross and Monmouth Railway Bill</i>	-	-	-	10	79
The <i>Vale of Crickhowell Railway (Eastern Extension) Bill</i>	-	-	-	11	4
The <i>Vale of Crickhowell Railway (Western Extension) Bill</i>	-	-	-	8	79
The <i>Worcester, Dean Forest, and Monmouth Railway Bill</i>	-	-	-	3 18 deviations	

Grouping.

The following Bills relate to Railways in Derbyshire and Nottinghamshire :

Length of.
New Line.

England.

Derbyshire and
Nottinghamshire.

			M.	CHS.
The <i>Ashby-de-la-Zouch and Nuneaton Railway Bill</i>	-	-	21	20
The <i>Burton-upon-Trent and Nottingham Railway Bill</i>	-	-	29	60
The <i>Burton-upon-Trent Connection Railways Bill</i>	-	-	0	18
The <i>Burton-upon-Trent Railways Bill</i>	-	-	0	4
The <i>Manchester, Sheffield, and Lincolnshire Railway (Worksop to Mansfield) Bill</i>	-	-	14	39
The <i>Mansfield and Retford Railway Bill</i>	-	-	17	66
The <i>Midland Railway (Mansfield, &c.) Bill</i>	-	-	33	65
			0	72

Warwickshire,
Northamptonshire,
and Bedfordshire.

The following Bills relate to Railways in Warwickshire, Northamptonshire, and Bedfordshire :

The <i>Bedford, Northampton, and Leamington Railway Bill</i>	-	48	69
The <i>Bedford, Northampton, and Weedon Railway Bill</i>	-	31	57
The <i>Bourton, Chipping Norton, and Banbury Railway Bill</i>	-	21	41
The <i>Chipping Norton, Banbury, and East and West Junction Railway Bill</i>	-	26	4
The <i>Coventry Central Station and Southam Junction Railway Bill</i>	-	10	4
The <i>East and West Junction Railway (Extension) Bill</i>	-	27	58
The <i>Newport Pagnell Railway (Extension to Olney) Bill</i>	-	5	29
The <i>Northampton and Banbury Junction Railway (Deviation) Bill</i>	-	12	4
The <i>Northampton and Banbury Junction Railway (Extensions) Bill</i>	-	33	10
The <i>Southam Railway (Further Powers) Bill</i>	-	-	-

Oxfordshire,
Buckinghamshire,
Hertfordshire, and
Middlesex.

The following Bills relate to Railways in Oxfordshire, Buckinghamshire, Hertfordshire, and Middlesex :

The <i>Acton and Brentford Railway Bill</i>	-	3	23
The <i>Acton and Twickenham (North and South Junction) Railway Bill</i>	-	7	72
The <i>Aylesbury and Buckingham Railway Bill</i>	-	-	-
The <i>Edgware, Highgate, and London Railway Bill</i>	-	1	68
The <i>Great Northern (Hornsey and Hertford Branch) Bill</i>	-	15	70
The <i>Hemel Hempstead and London and North Western Railway Bill</i>	-	9	9
The <i>London, Bucks, and East Gloucestershire Railway Bill</i>	-	59	61
The <i>London, Harrow, and Rickmansworth Railway Bill</i>	-	16	33
The <i>Rickmansworth, Amersham, and Chesham Railway Bill</i>	-	-	-
The <i>Wood Green, Winchmore Hill, and Enfield Railway Bill</i>	-	9	36
The <i>Wycombe Railway Extensions Bill</i>	-	14	52

The

The following Bills relate to Railways in Lincolnshire, Huntingdonshire, and Cambridgeshire :

	Length of New Line.		Grouping.
	M.	CHS.	
The <i>Althorpe-on-Trent and Lincoln Railway Bill</i> - - -	29	16	Lincolnshire, Huntingdonshire, and Cambridge- shire.
The <i>Great Northern Railway (Junctions at Newark, &c.) Bill</i> - - - - -	7	60	
The <i>Great Northern Railway (Steafor to Bourn) Bill</i> -	17	61	
The <i>Goole, Keadby, and Harey Railway Bill</i> - - -	14	15	
The <i>Lancashire and Yorkshire and Great Eastern Junction Railway Bill</i> - - - - -	118	47	
The <i>Spalding and Bourn Railway Bill</i> - - - - -	19	45	
The <i>Spilsby and Firsby Railway Bill</i> - - - - -	4	7	

The following Bills relate to Railways in Wales :

Wales.

In North Wales :

North Wales.

The <i>Bangor and Llanberis Direct Railway Bill</i> - - -	6	58
The <i>Beddgelert Railway Bill</i> - - - - -	8	66
The <i>Carnarvon and Llanberis Railway Bill</i> - - -	10	63
The <i>Carnarvon, Beddgelert, and Portmadoc and Carnarvon, Pen-y-groes, and Pwllheli Direct Railways Bill</i> - - -	44	7
The <i>Carnarvonshire Railways Bill</i> - - - - -	—	—
The <i>Corwen and Bala, and Bala and Dolgelly Railways Bill</i>	2	3
The <i>Croesor and Portmadoc Railway Bill</i> - - - -	1	19
The <i>Denbigh, Ruthin, and Corwen Railway (Extension) Bill</i>	0	50
The <i>Garth Quarry Railways Bill</i> - - - - -	2	41
The <i>Llanfair Railway Bill</i> - - - - -	10	24
The <i>London and North Western Railway (New Works and Additional Powers) (Wales and Ireland) Bills</i> - - -	23	35
The <i>Nantlle Railway Bill</i> - - - - -	17	49

In Central Wales :

Central Wales.

The <i>Aberystwith and Welsh Coast Railway (No. 1) Bill</i>	{ deviation	3	0
The <i>Aberystwith and Welsh Coast Railway (Steamboats) Bill</i>		9	2
The <i>Cambrian Railways (Aberystwith and Welsh Coast Railway Amalgamation) Bill</i> - - - - -		—	—
The <i>Cambrian Railways (Additional Powers) Bill</i> - - -		—	—
The <i>Cambrian Railways (Coast Extension) Bill</i> - - -		5	70
The <i>Cambrian Railways (Steamboats) Bill</i> - - - -		—	—
The <i>Kington and Eardisley Railway Bill</i> - - - -		—	—
The <i>Lugg Valley Railway Bill</i> - - - - -		10	58
The <i>Manchester and Milford Railway Bill</i> - - - -		21	19
The <i>Mid-Wales Railway (Eastern Extension) Bill</i> - - -		9	34
The <i>Mid-Wales Railway (Western Extensions) Bill</i> - - -		26	36
The <i>Mowddwy Railway Bill</i> - - - - -		6	60
The <i>Radnorshire Railways Bill</i> - - - - -		30	52
The <i>Tallyllyn Railway Bill</i> - - - - -		6	58

Grouping. <u>Wales.</u>	In South Wales :					Length of New Line.
	Eastern District :					M. CHS.
South Wales.						
Eastern District.	The Amman Valley Railway Bill	-	-	-	-	2 78
	The Barry Railway Bill	-	-	-	-	7 60
	The Brecon and Llandovery Junction Railway Bill	-	-	-	-	9 66
	The Brecon and Merthyr Tydfil Junction Railway (Amalgamation) Bill	-	-	-	-	—
	The Brecon and Merthyr Tydfil Junction Railway (Various Powers) Bill	-	-	-	-	7 5 deviation 0 70
	The Brynmawr, Blaenafon, and Pontypool Railway Bill	-	-	-	-	14 0
	The Bute Docks Cardiff (No. 1) Bill	-	-	-	-	2 42
	The Bute Docks Cardiff (No. 2) Bill	-	-	-	-	—
	The Ebbw Valley and Cardiff Junction Railway Bill	-	-	-	-	5 16
	The Ely and Ogmore Valleys Junction Railway Bill	-	-	-	-	4 73
	The Llantrissant and Taff Vale Junction Railway Bill	-	-	-	-	2 72
	The Neath and Brecon Railway Bill	-	-	-	-	9 55
	The Ogmore Valley and Ely Valley Extension Railway Companies Bill	-	-	-	-	—
	The Ogmore Valley Railways (New Works) (No. 1) Bill	-	-	-	-	18 74
	The Ogmore Valley Railways (New Works) (No. 2) Bill	-	-	-	-	14 55
	The Sirhowy Railway Bill	-	-	-	-	1 17 deviation 0 35
Western District :						
	The Afon Valley Railway Bill	-	-	-	-	10 54
	The Carmarthen and Cardigan Railway (Branches near Kidwelly) Bill	-	-	-	-	7 37
	The Carmarthen and Cardigan Railway (Capital) Bill	-	-	-	-	—
	The Carmarthenshire Railway Bill	-	-	-	-	—
	The Fishguard Bay Railway and Harbour Bill	-	-	-	-	15 15
	The Kidwelly and Llanelly Canal and Tramroad Bill	-	-	-	-	18 38
	The Llanelly Railway and Dock Bill	-	-	-	-	—
	The Llanelly Railway and Dock (Extension to Mumbles) Bill	-	-	-	-	2 68
	The Mumbles Railway and Pier Bill	-	-	-	-	6 72
	The Swansea and Aberystwith Junction Railway Bill	-	-	-	-	17 69
	The Swansea Vale and Neath and Brecon Junction Railway Bill	-	-	-	-	1 47
	The Vale of Neath Railway (Swansea Lines, &c.) Bill	-	-	-	-	0 28
	The Vale of Neath Railway (Transfer, &c.) Bill	-	-	-	-	—

SCOTLAND.		Length of New Line.	Grouping.
		M. CHS.	Scotland.
The Bills relating to Scotland may be classed in the following manner :			
Northern District :			Northern District.
The Aboyne and Braemar Railway Bill	- - - -	26 75	
The Callander and Oban Railway Bill	- - - -	70 67	
The Dingwall and Skye Railway Bill	- - - -	63 39	
The Inverness and Perth Junction and Inverness and Aberdeen Junction Railway Companies Bill	- - - -	—	
The Strathspey Railway Bill	- - - -	3 76	
The Sutherland Railway Bill	- - - -	32 28	
Northern Central District :			Northern Central District.
The Blane Valley Railway Bill	- - - -	{ 2 66 deviation 1 56	
The Caledonian and Scottish Central Railway Companies Bill	- - - -	—	
The Crieff and Comrie Railway Bill	- - - -	6 15	
The Crieff Junction and Scottish Central Railway Companies Bill	- - - -	0 41	
The Dunblane, Doune, and Callander and Scottish Central Railway Companies Bill	- - - -	—	
The Glasgow and North Western Railway Bill	- - - -	33 0	
The North British and Edinburgh and Glasgow (Bridge of Forth) Railways Bill	- - - -	{ 7 64 widening 0 48	
The North British Railway (Additional Powers) Bill	- - - -	0 1	
The Perth General Railway Station Bill	- - - -	1 15	
The Perth General Railway Station, Scottish Central, Scottish North Eastern, North British, and Inverness and Perth Junction Railway Companies Bill	- - - -	0 69	
The Perth General Railway Station, Scottish Central, Scottish North Eastern, North British, and Inverness and Perth Junction Railway Companies (Station Hotel, &c.) Bill	- - - -	—	
The Scottish North Eastern Railway Bill	- - - -	—	
The Tay Bridge and Dundee Union Railway Bill	- - - -	8 23	
Southern Central District :			Southern Central District.
The Caledonian Railway (Additional Powers) Bill	- - - -	7 37	
The Caledonian Railway (Balerno and Penicuik Branches) Bill	- - - -	16 42	
The Caledonian Railway (Cleland and Mid Calder Railway and Branches) Bill	- - - -	30 73	
The Caledonian Railway (Corstorphine and Bangholm Junctions) Bill	- - - -	2 70	
The Caledonian Railway (Glasgow South-side Railways and Works) Bill	- - - -	2 77	
The Caledonian Railway (Muirkirk and Glespin Branches) Bill	- - - -	15 63	

Grouping.		Length of New Line.	
		M.	CHS.
Scotland. Southern Central District.	The <i>Edinburgh and Glasgow and Monkland Railway Companies Bill</i> - - - - -	—	—
	The <i>Edinburgh and Glasgow Railway (No. 1) Bill</i> - - -	6	78
	The <i>Edinburgh and Glasgow Railway (No. 2) Bill</i> - - -	8	73
	The <i>Edinburgh and Glasgow Railway (No. 3) Bill</i> - - -	9	37
	The <i>Edinburgh Union Railways Bill</i> - - - - -	19	22
	The <i>Esk Valley Railway Bill</i> - - - - -	7	49
	The <i>General Terminus and Glasgow Harbour and Caledonian Railway Companies Bill</i> - - - - -	—	—
	The <i>Glasgow and South Western Railway (Additional Powers) Bill</i> - - - - -	14	79
		widening	
		3	47
	The <i>Glasgow and South Western Railway (City of Glasgow Union) Bill</i> - - - - -	—	—
	The <i>Glasgow City Suburban and Harbour Railway Bill</i> -	3	47
	The <i>Glasgow (City) Union Railway Bill</i> - - - - -	0	73
		deviation	
		1	49
	The <i>Monkland Railways Bill</i> - - - - -	13	3
	The <i>North British and Edinburgh and Glasgow Railway Companies (Arrangements) Bill</i> - - - - -	—	—
	The <i>North British Railway (Edinburgh Station and Market) Bill</i> - - - - -	—	—
	The <i>North British Railway (Lasswade, &c., Branches) Bill</i> -	17	64
Southern District :			
Southern District.	The <i>Ayr and Douglas Junction Railway Bill</i> - - - - -	40	72
	The <i>Busby Railway Bill</i> - - - - -	4	18
	The <i>Caledonian Railway (Barrhead and Paisley Branches, &c.) Bill</i> - - - - -	7	15
	The <i>Caledonian Railway (Branch to Dumfries and Lockerby Railway) Bill</i> - - - - -	7	1
	The <i>Crofthead and Kilmarnock Extension Railway Bill</i> -	20	13
	The <i>Douglas and Dolphinton Railway Bill</i> - - - - -	20	73
	The <i>Dumfries, Lochmaben, and Lockerby Junction and Caledonian Railway Companies Bill</i> - - - - -	—	—
	The <i>Girvan and Port Patrick Junction Railway Bill</i> - -	30	53
	The <i>Glasgow and South Western Railway (Ayrshire, &c., Lines) Bill</i> - - - - -	64	64
	The <i>Glasgow and South Western (Kilmarnock Direct) Bill</i> -	31	73
	The <i>Glasgow and South Western, Maybole and Girvan, Ayr and Maybole, Castle Douglas and Dumfries, Bridge of Weir, and Kirkcudbright Railway Companies Bill</i> - -	—	—
	The <i>Greenock Railway Bill</i> - - - - -	15	32
	The <i>Kirkcudbright Railway Bill</i> - - - - -	0	24
	The <i>North British Railway (Carlisle Citadel Station Branch) Bill</i> - - - - -	0	67

IRELAND.		Length of New Line.	Grouping.
		M. CHS.	Ireland.
The Bills relating to Ireland may be divided into the following			
Groups :	North :		North.
The <i>Banbridge Extension Railway Bill</i>	- - - -	16 51	
The <i>Belfast and County Down, and Belfast, Holywood and Bangor Railway Companies Bill</i>	- - - -	--	
The <i>Belfast Central Railway Bill</i>	- * - -	2 67	
The <i>Comber and Grey Abbey Railway Bill</i>	- - - -	8 56	
The <i>Downpatrick and Newry Railway Bill</i>	- - - -	--	
The <i>Dublin and Antrim Junction Railway Bill</i>	- - - -	--	
The <i>Dublin and Drogheda and Dublin and Belfast Junction Railways Bill</i>	- - - -	--	
The <i>Enniskillen, Bundoran and Sligo Railway Bill</i>	- - - -	--	
The <i>Midland Great Western Railway of Ireland Bill</i>	- - - -	--	
The <i>Midland Great Western Railway of Ireland, the Barony of Moycarn, &c., Bill</i>	- - - -	--	
The <i>Navan and Kingscourt Railway Bill</i>	- - - -	10 76	
The <i>Newry and Greenore Railway Bill</i>	- - - -	{ deviation 1 25	
South East :			South East.
The <i>Bray and Enniskerry Railway Bill</i>	- - - -	3 31	
The <i>Courtown Railway Bill</i>	- - - -	3 75	
The <i>Dublin, Clontarf, and Dollymount Tramway Bill</i>	- - - -	3 64	
The <i>Dublin Metropolitan Junction Railway Bill</i>	- - - -	5 38	
The <i>Dublin Port (Tramways) Bill</i>	- - - -	3 61	
The <i>Dublin, Rathmines, Rathgar, &c., Railway Bill</i>	- - - -	{ 9 17 deviation 1 34	
The <i>Dublin South Suburban Railway Bill</i>	- - - -	13 9	
The <i>Dublin Trunk Connecting Railway (City Extension) Bill</i>	- - - -	0 35	
The <i>Dublin Trunk Connecting Railway (Deviation, &c.) Bill</i>	- - - -	{ 0 25 deviation 0 38 alteration 0 70	
The <i>Dublin, Wicklow, and Wexford Railway Bill</i>	- - - -	2 77	
The <i>Dundrum, Foxrock, and Kingstown Junction Railway Bill</i>	- - - -	3 17	
The <i>Great Southern and Western Railway Bill</i>	- - - -	--	
South West :			South West.
The <i>Athenry and Ennis Junction Railway Bill</i>	- - - -	--	
The <i>Clonmel, Lismore, and Dungarvon Railway Bill</i>	- - - -	37 64	
The <i>Cork and Limerick Direct Railway Bill</i>	- - - -	--	
The <i>Fermoy and Lismore Railway Bill</i>	- - - -	16 26	
The <i>Kilrush and Kilkee Railway and Poulmasherry Reclamation Bill</i>	- - - -	1 30	
The <i>Limerick and North Kerry Junction Railway Bill</i>	- - - -	22 75	
The <i>Southern Railway Bill</i>	- - - -	92 25	
The <i>Waterford and Limerick Railway Bill</i>	- - - -	--	
The <i>Waterford and Passage Railway and Ferry Bill</i>	- - - -	2 43	
The <i>Waterford and Wexford Junction Railway Bill</i>	- - - -	10 34	
The <i>Waterford, Lismore, and Fermoy Railway Bill</i>	- - - -	59 30	
The <i>West Cork Railway Bill</i>	- - - -	{ alteration 0 76	
The <i>Wexford Junction Railway Bill</i>	- - - -	13 63	

Grouping.

The following Bills, not included in the foregoing Groups, relate to Canals, Harbours, Docks, or Tidal Waters :

- The Barnstaple Roads Bill.*
 - The Blackpool and Laytoy-with-Warbrick Improvement Bill.*
 - The Bristol Docks Bill.*
 - The Bristol Waterworks Bill.*
 - The Burnham Tidal Harbour Bill.*
 - The Exmouth Gas Bill.*
 - The Fergus River Navigation and Embankment Bill.*
 - The Gainsborough Waterworks Bill.*
 - The Glasgow Bridges Bill.*
 - The Greenock Police and Improvement Bill.*
 - The Ham Oyster Fishery Bill.*
 - The Herne Bay Fishery Bill.*
 - The Holderness Embankment and Reclamation Bill.*
 - The Limerick Embankment and Reclamation Bill.*
 - The Lymington River Improvement and Land Reclamation Bill.*
 - The Mersey Docks and Harbour Board Bill.*
 - The Metropolis Sewage and Essex Reclamation Bill.*
 - The Middlesborough Extension and Improvement Bill.*
 - The Oxford Canal Navigation Bill.*
 - The Port Talbot Company Bill.*
 - The Regent Canal (Limehouse Basin and Cut) Bill.*
 - The Roach River Fishery Bill.*
 - The Rochester Oyster Fishery Bill.*
 - The Saltcoats Harbour Bill.*
 - The Swansea Canal Transfer Bill.*
 - The Tyne Improvement Bill.*
 - The Utilisation of Sewage and Reclamation of Land (Ireland) Bill.*
 - The Ventnor Harbour Bill.*
 - The Wexford Harbour Embankment Bill.*
 - The Whitstable Fishery Extension Bill.*
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AMALGAMATION, SALE, AND LEASE.

My Lords think it desirable to draw the attention of the Select Committees on Railway Bills to the following paragraphs from the Fifth Report of the Select Committee of the House of Commons on Railway and Canal Bills of the Session of 1853.

*Amalgamation,
Sale, and Lease.*

At page 6 of that Report it is stated that, "It is also to be observed, that while actual amalgamation requires the consent of Parliament, combination of interest, under private agreement, is a matter of constant occurrence, and produces to a certain extent, the same result as regards the public convenience, establishing a community of purpose between two or more Companies, and enabling the managers of those Companies to exercise over the traffic a combined control. It has been contended by some of the witnesses, that since it is not possible wholly to prevent this kind of combination, it is idle to refuse the formal sanction of Parliament to the principle of amalgamation. But your Committee are of opinion that there is a wide difference between arrangements of this nature and actual amalgamation by Parliamentary enactment. The latter once conceded, no change can be made, if at any subsequent time, either from a change of circumstances or from a change of management, it becomes desirable again to divide the Companies which have been thus united. But if working arrangements not now valid in law, shall be sanctioned by Parliament under definite conditions, and for limited periods, capable of being renewed by the same authority when approaching the term of their existence, it will be in the power of the Companies to contract alliances useful for the conduct of traffic, while it will be open to Parliament to interfere for the prevention of permanent public mischief."

And at page 8 it is observed that, "with a view therefore of securing to the Railway Companies, and to the public, as far as may be possible, all the advantages of amalgamation, and yet of retaining in the hands of Parliament all the power which it may be necessary to employ in future for better securing, from time to time, the application of railway facilities to the general good of the community, your Committee would advise that working arrangements for a time to be limited, confirming intimate relations between different Companies on the subject of the regulation of their traffic and the division of the proceeds, may with propriety be sanctioned."

And amongst the general recommendations was the following, numbered 5, at pages 20 and 21 of the Fifth Report, viz.:

"That working arrangements between different Companies for the regulation of traffic and the division of profits should be sanctioned, under proper conditions, and for limited periods; but that amalgamation of Companies should not be sanctioned, except in minor or special cases, where it clearly appears to the Standing [Select?] Committee that the true and only object of such amalgamation is improved economy of management, and consequent advantage to the public."

The foregoing remarks appear to be applicable to a sale, or a lease for a long term, as well as to amalgamation.

The conditions which Parliament has in recent Sessions attached to the grant of powers to Railway Companies to enter into working and traffic arrangements have, with a view to uniformity, been made the subject of a general enactment, and form Part III. of "The Railways Clauses Act, 1863."

My Lords would also suggest that in all cases of Bills by which amalgamation, sale, or lease for a long term, may be sanctioned, provisions should be inserted to prevent the Railway Company so acquiring extended control from using their powers to interfere with the natural flow of traffic over the most convenient routes, and to secure that the local interests of the public shall be regarded. The tolls might, moreover, be revised, with a view to assimilating the rates for the several lines to be united.

*Amalgamation,
Sale, and Lease.*

Provisions for these purposes were inserted in the Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859, sections 48, 63-73, and 78.

My Lords would further observe, that when Railway Companies apply to Parliament for largely increased privileges, an opportunity is afforded for a review of the manner in which they have exercised their powers, in order that any existing grievances may be remedied before these additional powers are granted.

*Public notice of
Transfer.*

In some of the Bills, the amalgamation, sale, or lease is not at once effected on the passing of the Act; but power is given to the Companies to make the transfer at a future time, to be agreed upon between them.

As it is desirable that the authorities who have to enforce the obligations attaching to the ownership of the Railway (with respect to returns of traffic and accidents, cheap trains, level crossings, &c.), and the public generally, concerned with the traffic of the line, should be informed when the transfer takes place, it might be proper to require, in all cases of such future powers as have been mentioned, that within a specified time (say 21 days), after the execution of a lease, sale, or agreement for amalgamation, a notice thereof shall be inserted in the Gazette (London, Edinburgh, or Dublin, as the case may be), and a certified copy of such instrument, together with a copy of the Act, shall be and remain deposited for public inspection at the principal offices of the Companies, parties to the arrangement, and with the clerks of the peace of the several counties into which the works of the respective Companies extend, in manner and for the purposes required by the Railways Clauses Consolidation Act, 1845 (c. 20, s. 162, or c. 33, s. 153, as the case may be).

A provision of this kind will be found in the Great Eastern Railway Act, 1862, sections 289, 290.

RUNNING POWERS.

Running Powers.

With respect to running powers, or, in other words, the conceding to one Company powers of traversing, without consent, the lines of another, the Select Committee of 1853 remarked in their Fourth Report (page 6), "This practice has always been regarded as questionable from considerations of public safety, and your Committee advise that the attention of the Select Committee upon each Bill should in every case be specially directed to this subject, and that running clauses should be admitted with great caution, and only in cases where it is clearly shown that the apparently hostile clauses are not inserted as a cloak for amalgamation; and also that effectual security may be and has been taken for conducting the traffic without danger, if the Companies continue independent of each other."

Accordingly the above-mentioned Fifth Report of the Select Committee of 1853, contained the following recommendation with respect to running powers, numbered 6, at pages 20 and 21, viz. :

"That running powers should generally be discouraged on the score of danger, and conceded only in cases where the public object of free transit from one system to another cannot practically be insured by other means."

My Lords would also observe, that the necessity there may formerly have been for allowing running powers may be considered to be now, to some extent, obviated by the Railway and Canal Traffic Act of 1854, 17 & 18 Vict. c. 31, which requires Railway Companies to afford all reasonable facilities for the transmission, on their lines, of traffic passing from and to lines in connexion with them, and by special provisions for ensuring the due transmission of traffic by through booking, through conveyance, &c., which may be adopted when proper

proper cases are presented. It may therefore be assumed that running powers are now only practically necessary in cases where a Company requires to pass for a short distance over the line of another Company to reach a station at which to deposit and receive traffic, or when such short piece of line is a link necessary for the completion of a special railway system.

Running Powers.

RAILWAY AND CANAL COMPANIES.

Railway and Canal Companies.

In the case of some of the Bills of the present Session by which it is proposed to authorise the union, or arrangements for the joint working, of the undertakings of two or more Companies, it may be found that some of the Companies in question are owners or lessees of, or exercise control over canals, which are, in some cases, the key of the water communication of the district in which they are situated.

My Lords would point out that in such cases the proposed power to enter into arrangements might enable the Companies to form combinations, involving new or increased inducements to divert traffic from Canals, which are under the control of any of the contracting Companies, to Railways, and so might lead to impediments being thrown in the way of the public desirous of using the Canals as part of a continuous line of water communication.

As to the particular Bills in which precautions should be adopted against the mischief above referred to, and as to the particular precautions which should be adopted in any case (whether by limiting the charges which the contracting Companies may make on their Canals to rates not exceeding those which they may be charging at the passing of the Bill, or by subjecting the Canal rates to revision at any time by a public department, or by requiring publicity to be given to agreements, or otherwise), my Lords do not make any suggestion, as they do not possess the opportunities which the Committee on the Bill will have of examining the circumstances of each case, and of hearing all parties interested.

DIMENSIONS OF BRIDGES.

Dimensions of Bridges.

With regard to some Bills for new works, my Lords are desirous of calling attention to the fact that power is sought in them to make the dimensions of the bridges by means of which public roads are proposed to be carried under the Railway smaller than those laid down in the Railways Clauses Consolidation Acts. My Lords would observe, for the consideration of the Select Committees, that the dimensions laid down in that Act were fixed with reference to the ordinary heights of the loads of vehicles; that a power of this description will have the effect of limiting the traffic on the roads on which it is granted in perpetuity; that unless a Railway Bill is affected by some rival interest, proposals of this nature are frequently not opposed, because the private persons who will be chiefly affected by them cannot afford to incur the expense attendant upon Parliamentary contests; and that therefore great caution should be exercised in allowing any departure from the rules laid down by the Railways Clauses Consolidation Acts.

With respect to cases in which the width of bridges under the Railway is authorised to be less than that prescribed by the General Act, it may deserve consideration whether there should not always be inserted in the Bill a proviso to the following effect, viz.:

“ Provided always, that if at any time after the construction of the Railway the average available width of any of the said roads respectively shall be increased beyond the width of the bridge provided for the same respectively, on either side thereof, the Company shall be bound at their own expense to increase the span or width of that bridge to such extent as may be required by the

“ trustees

*Dimensions of
Bridges.*

"trustees or surveyors of such road, not exceeding the width of such road as "so widened, or the maximum width required for a bridge in the like case by "The Railways Clauses Consolidation Act, 1845."

A clause to that effect is contained in the South Western Railway (Works and Capital) Act, 1858, s. 25.

WORKS AFFECTING FORESHORE OR TIDAL WATERS.

*Works affecting
Foreshore or
Tidal Waters.*

In the case of works affecting the rights of the Crown in the foreshore between high and low water-mark, or affecting tidal waters, it is the policy of Parliament, in order to secure for the protection of the Crown rights and of navigation, due consideration of the works *as they will be actually constructed*, to require that any such work shall be constructed, or afterwards altered, only according to such plan, and under such restrictions and regulations, as the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, and the Board of Trade (to which Department the jurisdiction, as to tidal waters, was transferred from the Admiralty in 1862), shall severally approve of in writing.

In practice, effect is given to that object, by incorporating in the Special Act either the Railways Clauses Consolidation Act, 1845 (c. 20 or c. 33), or the Harbours, Docks, and Piers Clauses Act, 1847 (c. 27).

Sec. 17 of each of the two Acts of 1845, and Sec. 12 of the Act of 1847, relate to the assent of the two Public Departments to the intended work.

Power is thus reserved to each of those Departments to require working drawings of the work, as it will be actually constructed, to be submitted to them for approval.

More recently, a general Act (the Railways Clauses Act, 1863) has been passed, which, with a view to securing uniformity, contains (amongst other provisions) clauses relating to the protection of navigation (Sects. 13-19); to which effect is to be given by the incorporation of those clauses in the Special Act in proper cases.

Section 14 of that Act of 1863, provides that "where the Company is authorised or required by the Special Act to construct a bridge over a navigable tidal water, and the Special Act does not make express provision respecting the span or spans thereof, then the Company shall construct the same with a span or spans of such headway and waterway, and with such opening span or spans (if any), and according to such plan, as the Board of Trade directs or approves."

Cases, however, have occurred in which, the incorporation of the Clauses Consolidation Acts in the Special Act having been qualified by the addition of words, such as "so far as the provisions of those Acts are not varied or excepted by the provisions of this [the Special] Act," the promoters have alleged that, by the addition of those words, they were authorised to execute their works according to the deposited plan and section, without any power of modification by the Commissioners of Woods, or by the Board of Trade. This impression not unfrequently exists when the dimensions of a work, though not specified in the Act, are set forth in the section referred to in the Act.

In order to obviate doubt as to the application of the above-mentioned general Acts, and to point the attention of the promoters to their obligations under the enactments above referred to, it is desirable, that, in the qualifying words above mentioned, should be inserted "expressly" before "varied," &c.; and that the clause in each Bill which authorises the execution of works affecting the foreshore or tidal waters, according to the deposited plans and sections, should also contain such words as "subject and without prejudice to the provisions of the incorporated Acts and parts of Acts."

Attention will be called to these points in the Special Reports on the Bills in which they arise.

METROPOLITAN RAILWAY SCHEMES.

*Report of the House of Lords Committee, 1863.**Report of the House of Lords Committee, 1863.*

THE Select Committee of the House of Lords on Metropolitan Railway Communication of the Session of 1863, in their Third Report, expressed their opinion that, in determining the regulations which it may be expedient to apply to Railways within the Metropolis, it is desirable that the limits of the Metropolis, prescribed by the Royal Commission of 1846, should be extended in the manner described in the first paragraph of that Report.

The limits of the Metropolitan Railway District so described are indicated in the map annexed to this Report by the shaded line coloured red.

The Committee, after explaining their views on the several points of the subject-matter referred to them, expressed (in paragraph 15) their opinion that, if the general views which they had explained should be deemed satisfactory by the House, some means should be taken to render future legislation conformable with the principles there laid down, and with this view they suggested that, in the next Session, and also in any succeeding Session if necessary, a Select Committee should be appointed before the Second Reading of the Bills, for considering the different schemes for the construction of lines of Railway within the Metropolitan Railway District, which may then be before the House, and to report their opinion upon such schemes, with reference to the recommendations of this Committee; such Report to be made to the House before the Second Reading of the Bills.

The Committee added, that it would be desirable that the Board of Trade should make, soon after the commencement of each Session of Parliament, a General Report, relating to all proposed Railways or works connected with Railways, which affect the Metropolitan Railway District, and that the Report so made should be referred to the proposed Committees.

And further, that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District, should originate in one House, and should be grouped together, and referred to the same Select Committee.

*Views of the Committee.**Views of the Committee.*

The leading views of the Committee may be stated generally, as follows:

1. That, with the view of giving further effect to the provision in favour of the labouring classes contained in the 191st Standing Order, it is desirable that in every Bill for making any work, in the construction of which compulsory power is given to take 30 or more houses inhabited by the labouring classes in any one parish or place, a clause be inserted providing that the companies shall, not less than four weeks before taking any such houses, make known their intention to take the same, either by personal notice to heads of families inhabiting the same, or by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses. *Dwellings of the Labouring Classes.*
2. That squares and open spaces in the Metropolis should not be unnecessarily taken for the purposes of a railway. *Open spaces.*
3. That in the construction of any new lines, subways, covered ways, or tunnels are preferable, where circumstances admit of them. *Subways.*
4. That it would be objectionable to allow the construction of a great central station in the Metropolis. *Great Central Station.*
5. That the Great Eastern Railway should be allowed to establish a more central station than it has at present, and be placed in communication with the lines running to the western part of the Metropolis. *More central station for Great Eastern.*

Metropolitan Railway Schemes.

Other main stations.

Heavy traffic not to pass through the centre of the Metropolis.

Connexion North and South on Eastern side.

Facilities for goods traffic on the Western side.

Communication in crowded districts. Inter-communication between Railways.

Inner and outer circuit.

6. That it is not desirable to bring the main stations of any of the principal long lines of Railway, except the Great Eastern, farther into London than is at present authorised; but that one or more Railways should be made for carrying passengers from different parts of London to the main stations of the long lines; such new lines not to be in the hands of any one of the present great Companies, but placed under such management as to ensure equal advantages to all.

7. That heavy traffic in goods, and especially in minerals, could, as a general rule, be most conveniently carried from the Railways lying North of the Thames to the Railways lying South of the Thames, by Lines not passing through the central portions of the Metropolis.

8. That there should be a Line of Railway on the Eastern side of the Metropolis, connecting the Railways North and South of the Thames.

9. That it is desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the Railways on the Western side of the Metropolis, of mineral and goods traffic from some of the Northern Railways, to the Railways and District of country South of the Thames.

10. That additional railway communication is needed in the densely populated part of the Metropolis, and it is desirable that railway communication, where it does not already exist, should be established between the various main lines of railway.

11. The Committee further suggest (in paragraph 12), that the completion of an inner circuit of Railway is desirable, abutting on the principal railway termini, with a view to the distribution of passenger traffic arriving by the main lines, and they offer suggestions for an economical construction of the lines forming this circuit, in concert with the Metropolitan authorities. They also suggest an outer circle within the Metropolitan District, communicating with the principal lines north of the Thames, to be at certain points in communication with the inner circle.

The Committee expressed an opinion that every such system of internal railway communication for the Metropolis should be under one management, and they suggested a Standing Order with this view.

Railways authorised in Session 1864.

Railways authorised in Session 1864.

In 1864, the Great Eastern Railway Company were authorised to extend their line to Liverpool-street in the City, and to form a terminal station at that point; by which partial effect was given to the 5th of the above-mentioned recommendations of the Lords' Committee.

In the same Session, the Metropolitan Railway Company were authorised to extend their original line westward and southward to Notting-hill and Brompton, and their Finsbury Circus Extension eastward and southward to Tower-hill; and by the Metropolitan District Railway Act, 1864, powers were given to a new Company to form a line of Railway to be connected with the Extensions of the Metropolitan Railway at Brompton and Tower-hill, and to pass near the Victoria, the Charing Cross, the Earl-street, the Cannon-street, and the Fenchurch-street Stations. By means of these lines, viz., the Metropolitan, and the Metropolitan District Railways, an inner circuit of Railway will be formed, abutting on or near the stations above-mentioned, and also on the Paddington Station, the Euston-square Station, the intended stations of the Midland Railway at St. Pancras, the King's Cross Station, and the intended stations at Liverpool-street of the North London and the Great Eastern Railways; and partial effect has been given to the above-mentioned 6th, 10th and 11th recommendations of the Lords' Committee.

It is to be added, that in the Session of 1864 a new Company were authorised to construct the North Western and Charing Cross Railway, which will have a junction with the London and North Western Railway between Camden Town

Town and Euston-square, and passing under Tottenham-court-road, will have its terminus at the eastern side of the Charing Cross Station.

Metropolitan Railway Schemes.

With reference to the suggestion of the Committee that new lines of Railway might be advantageously and economically constructed under some of the new streets to be constructed by the municipal authorities of the City or the Metropolitan Board of Works, and under a portion of the proposed Thames Embankment, it may be noticed that the Metropolitan District Railway was authorised to be constructed partly in open cutting and partly in tunnel along the Thames Embankment (north side), from Westminster Bridge to Blackfriars Bridge, and under a portion of the new street which is in course of construction between Bridge-street, Blackfriars, and the Mansion House.

Railways authorised in Session 1864.

Bills lodged for the Session of 1865.—Grouping.

Bills lodged for the Session of 1865.

Thirty Bills, proposing to sanction the construction or improvement of Railways and Stations, or new arrangements with respect to the use of existing Railways, within the Metropolitan District, have been lodged at the Board of Trade. These Bills are enumerated at pages 7 and 8 of this Report, in three divisions.

Grouping.

Two of these divisions are formed with reference to the position of the lines to which the Bills comprised in them relate, at the eastern or at the western side of the Metropolis. The third division comprises five Bills, the more important objects of which appear to connect them more properly with other groups, in which they will be found, as specified in page 8.

It will probably happen that some of these schemes will be withdrawn from the consideration of Parliament in consequence of failure to comply with Standing Orders. Others may prove to be unopposed, or at least not opposed on those points in which they affect the Metropolitan District.

Should, however, the two divisions of the Bills at pages 7 and 8, or either of them, prove inconveniently large for consideration by a single Committee of either House, my Lords do not anticipate that any difficulty would be found in separating these divisions into sub-groups.

It might, perhaps, prove convenient that, in accordance with the recommendation of the Lords' Committee of 1863 (*see* page 27 of this Report), and with the view of facilitating the arrangement of the Groups to which the Bills shall be attached, all Railway Bills affecting the Metropolitan District should originate in one House of Parliament.

Special Reports by the Board of Trade on each of these Bills, containing a detailed summary of their respective objects, will be issued simultaneously with this General Report.

Dwellings of the Labouring Classes.

Dwellings of the Labouring Classes.

My Lords do not find in any of the Bills a provision of the kind suggested by the first of the above-mentioned recommendations of the Lords' Committee for securing a month's public notice at the spot of the intention to take houses inhabited by the labouring classes. Nor are my Lords aware that such a provision is contained in any of the Acts passed in the last Session.

Open Spaces.

Open Spaces.

It does not appear, that any Bill of this Session proposes permanent interference with any square or similar open space.

Metropolitan Railway Schemes.

Central Stations.

Central Stations.

The only Bills which appear to require notice with reference to the fourth recommendation of the Lords' Committee respecting Central Stations, are the *London, Chatham, and Dover*, and *London and South Western Railways* Bill, and the *London, Chatham, and Dover Railway* (No. 1) Bill. In these Bills powers are sought for the appropriation of a considerable space of ground now covered with houses at the east side of Farringdon-street, both north and south of Skinner-street, Snow-hill, for Stations for the London, Chatham, and Dover, and the London and South Western Railway Companies. It has to be observed, that by an Act of the last Session, the Great Northern Railway Company have also acquired a right to subscribe for and use the intended Station of the London, Chatham, and Dover Railway Company near Ludgate-hill. These stations will be in close proximity to the Farringdon-street Station of the Metropolitan Railway Company, who seek by their Bill of this Session, powers to acquire a large additional space of ground at the western side of that station.

Another scheme, viz., the *East London Railway (Thames Tunnel Line)* Bill, proposes the acquisition of a considerable space of ground on the north side of Liverpool-street, near the intended North London and Great Eastern Railway Stations, and, as it would appear, under the last-mentioned Station.

The *Metropolitan and South London Railway* Bill seeks powers to take land on the south side of Liverpool-street, immediately opposite the sites of the above-mentioned three Stations on the north side.

Communication North and South of the River.

Communication North and South of the River.

By the *East London Railway (Thames Tunnel) Line* Bill, just mentioned, it is proposed to carry a Railway through the Thames Tunnel, which is to have its terminus at Liverpool-street in the City, and will be connected with the Great Eastern Railway at Bethnal Green, and the London and Blackwall Extension to Bow at Stepney, on the north, and with the South Eastern and the London, Brighton, and South Coast Lines, near New Cross, on the south of the River Thames.

A somewhat similar scheme is proposed in the *Metropolitan and South London Railway* Bill, which proposes to carry a Railway through the Thames Tunnel, to be connected with the Metropolitan Railway at Finsbury Circus, with the Great Eastern Railway at Bethnal Green, and with the London and Blackwall Extension to Bow at Stepney, on the north, and with the London, Brighton, and South Coast and the South Eastern Lines near New Cross, on the south of the River Thames.

Each of these two schemes appears calculated to give some effect to the eighth above-mentioned recommendation of the Lords' Committee, viz., that there should be a line of Railway on the eastern side of the Metropolis connecting the railways north and south of the Thames.

By the *Blackwall, Greenwich, and Woolwich Railway* Bill, it is proposed to connect the North London and the London and Blackwall Railways on the north with the North Kent Line of the South Eastern Railway on the south, by a Railway to pass under the Thames at Blackwall by means of a new tunnel.

The *Waterloo and Whitehall Railway* Bill proposes the formation of a short Railway in a new tunnel under the Thames, and terminating near Whitehall, and near the Waterloo Station of the London and South Western Railway. This line will not be connected with any other Railway.

*Metropolitan
Schemes.**Special Committees for dealing with Metropolitan Bills.**Special Committees
for dealing with
Metropolitan
Bills.*

With reference to the suggestion of the Lords' Committee of 1863, that in the then following Session, and also in any succeeding Session if necessary, before the Second Reading of the Bills, a Select Committee should be appointed for considering the Metropolitan Railway Schemes then before the House, and to report their opinion thereon with reference to the recommendations of that Committee, such Report to be made to the House before the Second Reading of the Bills; and that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District should originate in one House, and should be grouped together, and referred to the same Select Committee, it will be remembered that, at the commencement of the Session of 1864, a joint Committee, consisting of five Peers and five Members of the House of Commons, took into consideration the 39 Bills of that Session, relating to the Metropolis; and in pursuance of the Report of that Committee, several of the Bills were not allowed to be proceeded with; others were permitted to go forward in the ordinary course; and of the remaining Schemes, those that were opposed were all referred to one Select Committee, first in the House of Commons, and then in the House of Lords.

My Lords do not anticipate that the Bills of this Session will, in respect of comprehensiveness, or of want of conformity with the principles laid down in the Report of the Lords' Committee of 1863, or for any other reason, give occasion for a repetition of the course taken in the Session of 1864, either in the appointment of a joint Committee for a preliminary consideration of the schemes, or in the sending all the important Metropolitan Schemes before a single Committee in each House.

*Map.**Map.*

A map accompanies this Report, in which the existing Railways of the Metropolis and its vicinity are shown by a strong black line, and Railways sanctioned but not constructed are shown by a slight black line (the lines being dotted for underground portions of Railways), and the new Schemes are shown in like manner by coloured lines. Spaces of ground to be acquired under new powers, are shown by coloured line shading, in the cases in which those spaces seem important, in respect of their position, or magnitude. The boundary of the Metropolitan Railway District as proposed by the Lords' Committee of 1863 is shown by a broad pink shade.

There are points in some of the Railway Bills adverted to in the foregoing Report as well as in the remaining Railway Bills, which appear to call for observation, on the part of the Board of Trade, more in detail than could conveniently here be inserted. My Lords propose to make those Bills, as well as the Bills relating to Canals, Harbours, Docks, and Tidal Waters, the subject of special Reports, which will be made before the several Bills come under consideration by the Select Committees.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

GENERAL REPORT of the BOARD of TRADE
on the RAILWAY, &c. BILLS of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

[*Price 1 s. 4 d.*]

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Under 4 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Balham and Brixton Junction Railway Bill.

THE objects of this Bill are to incorporate the “Balham and Brixton Junction Railway Company,” with a capital of 200,000 £., in 10£. shares, and 66,000 £. by loan, and with powers—

To make the following Railways, viz., No. 1, length 2 miles 38 chains, from the London, Brighton, and South Coast Railway (Balham and Croydon Line) at Tooting Common, to the London, Chatham, and Dover Railway near the Brixton Station; No. 2, length 23 chains, from No. 1 to the West End and Crystal Palace Branch of the London, Brighton, and South Coast Railway, between the Balham and Streatham Stations; No. 3, length 29 chains, from No. 1 to the London, Chatham, and Dover Railway near the Clapham Station:

To run over certain portions of the London, Chatham, and Dover Railway (Metropolitan Section) between Barrington-road and Wandsworth-road, and to use the stations thereon:

To have traffic facilities by through booking, &c., on the Railways of the London and South Western, the London, Brighton, and South Coast, and the London, Chatham, and Dover Railway Companies respectively:

And to enter into working and traffic arrangements with any or either of those Companies.

Section 37. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24. Observations.

The Railways proposed in this Bill will lie beyond the “Metropolitan Railway District;” but they are to terminate at the boundary of that district, and the running power sought in the Bill affects a portion of the Metropolitan Section of the London, Chatham, and Dover Railway, where it forms such boundary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Batham and Brixton Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Barnet, Hendon, Hampstead, and London Railway Bill.

THE objects of this Bill are:—

Objects.

To incorporate the “Barnet, Hendon, Hampstead, and London Railway Company” with a capital of 400,000 *l.*, in 10 *l.* shares, and 133,000 *l.* by loan, and to empower them—

To make the several Railways described in Section 22 of the Bill, of an aggregate length of 10 miles 10 chains, which will extend from a junction with the London and North Western Railway at Chalk Farm (within the “Metropolitan Railway District”) to a junction with the authorised Barnet Branch of the Great Northern Railway, and will also have junctions with the authorised lines of the Metropolitan and St. John’s Wood Railway (within the “Metropolitan Railway District”) and the Edgware, Highgate, and London Railway:

To enter into working and traffic arrangements with the London and North Western, the Great Northern, the London, Edgware, and Highgate, and the Metropolitan and St. John’s Wood Railway Companies.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Barnet, Hendon, Hampstead, and London
Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Blackwall, Greenwich, and Woolwich Railway Bill.

THE object of this Bill is to incorporate the Blackwall, Greenwich, and Woolwich Railway Company, with a capital of 1,000,000 *l.*, in 20 *l.* shares, and 333,000 *l.* by loan; and with powers:—

To make a Railway, length 3 miles 4 chains, from a junction with the East and West India Dock Extension of the North London Railway, at Limehouse Cut (within the “Metropolitan Railway District”), passing under the Blackwall Railway, and under the River Thames, at Blackwall Point, to a junction with the North Kent line of the South Eastern Railway at Charlton; a Branch, length 62½ chains, from the former near the River Thames eastward to the London and Blackwall Railway, and a Branch, length 40 chains, south westward to East Greenwich:

To enter into working and traffic arrangements with the London and North Eastern, the London and Blackwall, and the South Eastern Railway Companies.

The Company are to run a morning train from the North London Railway, and an evening train from Charlton, daily, at low fares, for the conveyance of the labouring classes.

This Bill is noticed under the head “Communication North and South of the River” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 30.

Interference with Tidal Waters.

WITH respect to interference with tidal waters, it is to be observed, that Railway No. 1, is to pass by a tunnel under the River Thames, from Blackwall on the north side, to Blackwall Point, in Greenwich Marshes, on the south side of the river.

The usual provision for the protection of navigation is proposed to be made by the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Part I. of “The Railways Clauses Act, 1863.”

It does not appear by this Bill, or by the deposited plans and sections, that the promoters of this scheme intend to execute any work, either permanent, or temporary, in the tidal water of the River Thames, or that they propose to interdict the anchoring of vessels in the neighbourhood of their tunnel.

In considering, however, the propriety of sanctioning the formation of a railway tunnel under the bed of the river at Blackwall Point, where the channel (which is here narrow and sharply curved), is important for navigation, and for the anchorage of large vessels, the Committee on the Bill will probably not overlook the consideration how far an accident to the proposed tunnel occurring either during its construction (as happened in the case of the existing Thames Tunnel), or after its completion, might render necessary the erection of works of repair in the bed of the river, by which shipping might be obstructed in a serious degree in the navigation of this part of the river.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Blackwall, Greenwich, and Woolwich
Railway Bill.]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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and TIDAL WATERS, of this Session.”

East London Railway (Thames Tunnel Line) Bill.

THE objects of this Bill are to incorporate the East London Railway Com- Objects.
pany with a capital of 1,400,000 £., in 20 £. shares, and 466,600 £. by loan, and
with powers:—

To make a Main Line of Railway, length 3 miles 64½ chains, from a junction
with the authorised Extension Line of the Great Eastern Railway, near its
Bishopsgate Station, passing under the Eastern Dock of the London Docks, and
through the Thames Tunnel, to a junction with the main line of the London,
Brighton and South Coast Railway at Deptford; a City Branch, length 1 mile
10 chains, to extend the intended Main Line to Liverpool-street; and Six
Junction Lines of an aggregate length of 4 miles 51½ chains, from the intended
Railways to the London and Blackwall Extension, the London, Brighton and
South Coast, and the South Eastern Railways (all these Lines will be within the
“Metropolitan Railway District”):

To carry into effect certain Agreements (scheduled to the Bill) with the
Thames Tunnel Company, with the London and Saint Katharine Docks Com-
pany and with the Great Eastern Railway Company, for the use of portions of
their respective lands and works:

And to enter into contracts with the Surrey Commercial Dock Company.

The Bill contains a provision for the conveyance of the labouring classes by Observations.
morning and evening trains at low fares.

With respect to the proposed power in this Bill to take lands at Liverpool-
street, reference may be made to the observations under the head “Central
Stations” in the General Report of the Board of Trade on Railway, &c.
Bills of this Session, page 30. This Bill is also noticed in the same page of
that General Report, under the head “Communication North and South of the
River.”

It does not appear that this Scheme, by which it is proposed to use the
existing Thames Tunnel in passing under the river, will involve any new
interference with tidal waters.

The usual provision for the protection of navigation is made in this Bill, by Tidal Waters.
the incorporation of the “Railways Clauses Consolidation Act, 1845,” and
Part I. of the “Railways Clauses Act, 1863.”

The *Metropolitan and South London Railway* Bill also proposes the construc-
tion of a Railway to pass under the river, by means of the Thames Tunnel.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*East London Railway (Thames Tunnel
Line) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

(Ordered, by The House of Commons, to be Printed,
7 February 1865.)

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and
TIDAL WATERS, of this Session.”

Fulham Railway Bill.

THE objects of this Bill are to incorporate the “Fulham Railway Company,” Objects.
with a capital of 285,000*l.* in 10*l.* shares, and 95,000*l.* by loan, with powers—

To make the several Railways described in Section 23 of the Bill, of an aggregate length of 4 miles 63 chains; having junctions at Hammersmith with the authorised Kensington and Richmond line, and near Wandsworth with the Windsor line, of the London and South Western Railway, and with the Hammersmith and City, and the West London Extension Railways:

To enter into traffic and working arrangements with the London and South Western, the Hammersmith and City, the Great Western, the Metropolitan, the London Brighton and South Coast, the London Chatham and Dover, and the West London Extension Railway Companies; and to have traffic facilities by through rates and carriages on the lines of those seven Companies:

To contract with the Wandsworth Bridge Company with respect to the construction and use of their respective undertakings.

The Railways proposed by this Bill will lie beyond the “Metropolitan Railway District,” but Railway No. 5 will terminate in the West London Extension Railway, where it forms part of the boundary of that district. Observations.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :—

Railway (No. 4) crosses the Thames from Wandsworth to Fulham, by a bridge of four openings, each of 150 feet span, and 20 feet headway.

The limits of deviation of Railway (No. 5) extend to the northern foreshore of the Thames, near the West London Extension Railway Bridge over that river.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate these enactments.

With reference to the proposed Railway (No. 4), my Lords have to observe that it appears to be a question whether the accommodation to be anticipated from the construction of that Branch will counterbalance the inconvenience to navigation that must result from the erection of another bridge in this part of the River Thames; and whether all requisite connection between the Fulham district and the lines south of the river would not be afforded by the construction of the proposed Railway (No. 5), which would join the West London Extension Railway at the north-western end of its bridge over the Thames.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Fulham Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Great Eastern and London and Blackwall Railways Bill.

THE object of this Bill is to enable the London and Blackwall Railway Com- Objects.
pany, at any time hereafter, to lease their Undertaking to the Great Eastern
Railway Company.

Reference may be made to the observations on “Amalgamation, Sale, and Observations.
Lease” in the General Report of the Board of Trade on the Railway, &c. Bills
of this Session, pages 23 & 24.

It is to be observed that the terms of Section 2 of this Bill, enabling the London and Blackwall Railway Company to lease their Undertaking, &c., would authorise them to include in the lease the new Undertaking for which they seek powers in the *London, Blackwall, and Millwall Extension Railway Bill* of this Session.

It may deserve consideration whether, for the information of the public, when the transfer takes place, there should not be added to this Bill provisions for deposit of a copy of any deed of lease with the clerks of the peace, and for publication of notice of the lease in the “London Gazette,” such as are contained in “The Great Eastern Railway Act, 1862,” sections 289, 290, with reference to the powers of amalgamation, sale, and lease, given by that Act.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Great Eastern and London and Blackwall
Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE ON
the RAILWAY and CANAL BILLS, and BILLS re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Great Eastern Railway (Additional Powers) Bill.

THE objects of this Bill are to enable the Great Eastern Railway Company — Objects.

To make five Branch and Junction Lines of an aggregate length of 7 miles $3\frac{1}{2}$ chains, in connection with their existing and authorised Lines near London (not within the “Metropolitan Railway District”):

To acquire lands for station purposes in the City of London, Bethnal Green, and Whitechapel:

To make two level crossings, not previously authorised, of roads at Theydon Bois and Enfield:

And to raise further sums of 196,000 *l.* by shares, and 65,330 *l.* by loan.

No observation by the Board of Trade is necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Great Eastern Railway (Additional Powers)
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

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Great Western Railway (Additional Powers) Bill.

THE objects of this Bill are to enable the Great Western Railway Company— Objects.

To raise further sums of 300,000 *l.* by shares, and 100,000 *l.* by loan :

To acquire additional lands at the Slough, the Windsor, the Oxford, and the Malvern Hills Stations; along parts of the main line at Kensal New Town (within the “Metropolitan Railway District”); and at Acton, Ealing, and Maidenhead, parts of the Newport, Abergavenny, and Hereford Line, near its junction with the Eastern Valleys Line of the Monmouthshire Railway and Canal Company, and parts of the Shrewsbury and Wellington Joint Line :

To postpone for 10 years the sale of superfluous lands not required for the purposes of the Company’s undertaking, or of the Birkenhead Railway undertaking, vested in the Company and the London and North Western Railway Company jointly :

To make nine new Railways, of an aggregate length of 7 miles, 42½ chains, of which six will form branches from the Company’s lines to the authorised line of the Stonehouse and Nailsworth Railway, at Stroud and Stonehouse; to the Shrewsbury and Hereford Railway, at Hereford; to the Bristol and South Wales Union Railway, at Bristol; and the North and South Western Junction Railway, at Acton; two from the Company’s Shrewsbury and Chester Line to Wrexham; and one from the South Wales Line to the Worcester Colliery, near Swansea :

To alter and widen part of the line near Paddington (within the “Metropolitan Railway District”):

To exercise till 1867 the powers for constructing the Railway from the Severn Valley Railway to the West Midland Railway at Kidderminster, authorised in 1861, and the Railway from the Birmingham and Oxford Line to the Stratford-upon-Avon Railway, authorised in 1862 :

To abandon and dispose of the Company’s Goods Station at Hinksey, near Oxford, and the line leading thereto; and also the Tramway from Mangotsfield to the River Avon at Bitton, in Gloucestershire :

To enter into arrangements with the Midland Railway Company for making Joint Stations at Worcester and Gloucester; with the South Eastern and the London and South Western Railway Companies for making a Joint Station at Reading :

To effect the conversion of Chester Guaranteed Stock and Birmingham Guaranteed Stock of the Company into other stock :

To contract for the working and use of the Wenlock and the Much Wenlock and Severn Junction Railways :

To acquire one moiety of the Shrewsbury and Welchpool Railway undertaking, which is to be held by the Company and the London and North Western Railway Company as joint owners from 1 January 1865 :

To take a lease or transfer of the Bridport, the Great Western and Brentford, and the Wycombe Railway Companies' undertakings :

To grant a lease of land at the Company's Passenger Station at Birmingham to the Birmingham and Great Western Hotel Company (Limited).

Section 2. The Railways Clauses Consolidation Act, 1845, is omitted to be incorporated.

Observations.

Section 25. It seems to be a question whether the abandonment of this tramway, if authorised, would not render necessary the insertion in the Bill of some of the provisions usually adopted in like cases.

In the Gloucester and Cheltenham Tramroads Abandonment Act, 1859, (c. 40,) provision was made that the Great Western and the Midland Railway Companies, the joint owners of those tramroads, should sell the abandoned portions within two years : that the owners of the adjoining lands should have an option of purchasing, according to frontage : that purchasers should be under the same obligations as to fines and otherwise, as the owners of the tramroads are under ; and that roads crossed by the tramroads should be restored to their original state, or money should be paid to the road authorities for the future maintenance of bridges, &c.

Section 28 provides that any contract or agreement for the conversion by the Company of Chester or Birmingham Guaranteed Shares or Stock into any other shares or stock in which not less than three-fifths in value of the holders for the time being of those guaranteed shares or stocks respectively voting at a meeting shall concur, shall be binding on all the other holders of those respective shares or stocks.

It does not appear to be consistent with principle, or with the practice of Parliament, that a company which is not insolvent should be empowered to compel any shareholder entitled to a guaranteed dividend to accept, without his individual concurrence, an alteration of the terms of his guarantee, however great may be the number of others of the same class of shareholders who may have consented to such alteration with respect to their own shares.

It is to be observed, also, that the proposed provision, if carried into effect, might have the result of causing the compulsory conversion of guaranteed stock held by trustees, in accordance with their trust, into other stock without a guarantee, which the terms of their trust would preclude them from holding.

The provision which would make acceptance of new terms by a part of the class of guaranteed shareholders binding on the rest of that class, appears to involve alteration of the terms of an existing preference, within the 153rd Standing Order of the House of Commons, requiring a special report from the Committee on the Bill, if the alteration be allowed, of their reasons, with the number of preference shareholders who have assented to or dissented from such alteration.

Section 29. The powers in this clause to enter into working arrangements appear to render proper the incorporation with the Bill of Part III. of the Railways Clauses Act, 1863, not at present incorporated with it.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Great Western Railway (Additional Powers)
Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(Mr. Milner Gibson.)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—VIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Hammersmith and City Railway Bill.

THE objects of this Bill are to enable the Hammersmith and City Railway Objects.
Company—

To raise further sums of 100,000 *l.* by shares, and 33,000 *l.* by loan:

To alter the line, levels, and works in a part (length $29\frac{1}{2}$ chains) of their
authorized Railway between Portobello-lane and the junction with the Great
Western Railway (within the “Metropolitan Railway District”):

To make a new road between Brook Green and Grove-road, at Hammersmith:

To acquire additional lands:

To abandon the construction of the junction with the up-line of the Great
Western Railway authorized by the Company's Act of 1863:

To lease or transfer their undertaking to the Great Western and the Metro-
politan Railway Companies, or either of them.

Sections 27 and 29. Reference may be made to the observations on “Amal- Observations.
gamation, Sale and Lease,” including those on “Public Notice of Transfer,”
contained in the General Report of the Board of Trade on the Railway, &c. Bills
of this Session, pages 23 and 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Hammersmith and City Railway Bill.]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Hornsey and Kingsland Junction Railway Bill.

THE objects of this Bill are to incorporate the Hornsey and Kingsland Railway Objects.
Company, with a capital of 90,000 *l.* in 20 *l.* shares and 30,000 *l.* by loan; and
with powers:

To make a railway, length 1 mile 56 $\frac{3}{4}$ chains, from the authorised line of the
Edgware, Highgate and London Railway near Hornsey Wood, to the North
London Railway near its Newington-road station (the greater part of which will
be within the “Metropolitan Railway District”):

To run over portions of the Edgware, Highgate and London, the Watford and
Edgware Junction, the Watford and Rickmansworth, and the London and North
Western Railways, with through booking and other traffic facilities on those
railways:

To enter into working and traffic arrangements with the Edgware, Highgate
and London, the Watford and Edgware Junction, the Great Northern, the North
London, and the London and North Western Railway Companies.

Section 36. Reference may be made to the Observations on “Running Powers” Observations.
in the General Report of the Board of Trade on the Railway, &c. Bills of this
Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Hornsey and Kingsland Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

King's Cross, Islington, and Limehouse Railway Bill.

THE objects of this Bill are to incorporate the King's Cross, Islington and Limehouse Railway Company with a capital of 1,500,000*l.* in 20*l.* shares, and 500,000 *l.* by loan; and with powers— Objects.

To make a Railway, length 5 miles 30 chains, from a junction with the Metropolitan Railway near and at the south-east of King's Cross, to the north side of the Regent's Canal near its City Road Basin, and thence near that Canal to a junction with the London and Blackwall Railway, at Limehouse, with a Branch, length 21 $\frac{1}{2}$ chains, to the Limehouse Basin of the Regent's Canal, (these Railways will be entirely within the “Metropolitan Railway District”):

To enter into working and traffic arrangements with the Great Northern, the London and Blackwall, the Great Western, the London and North Western, and the Midland Railway Companies.

The Bill contains a provision for the running of trains at low fares in connection with similar trains on the Metropolitan Railway, for the conveyance of the labouring classes from the latter Railway in the morning, and from Limehouse in the evening.

No observation by the Board of Trade appears to be necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*King's Cross, Islington, and Limehouse
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London and North Western Railway (New Works and Additional Powers)*
[England and Scotland] Bill.

THE objects of this Bill are to enable the London and North Western Railway Company:—

To raise further sums of 800,000 *l.* by shares, and 266,000 *l.* by loan :

To take lands near the Shrewsbury and Crewe Branch at Whitchurch Station ; at Manchester ; at Salford ; at Speke-street, Liverpool, near the Company's goods yard ; at Gorton and at Ardwick, in the parish of Manchester ; at Windle, Parr, Ashton-in-Makerfield, Billinge Chapel End, and Winstanley, in Lancashire ; at Liverpool, near the Lime-street Station, with power to make a communication with that station under Lord Nelson-street ; at Islington, between the Metropolitan Cattle Market and the North London Railway (within the “ Metropolitan Railway District ”) ; at Whitmore ; at Wolverton ; at Sutton Station, on the Saint Helens Railway ; and at Weston, in the parish of Runcorn :

To make several new Railways, of an aggregate length of 12 miles $62\frac{1}{4}$ chains, of which one, 5 miles 19 chains, will connect the Company's Railway at Huyton with the Saint Helens Railway at Saint Helens ; three will be branches in the parish of Prescot, from the Warrington and Garston, and the Saint Helens Railways ; three will be branches from the Company's Eccles, Tyldesley, and Wigan Line ; and one will form a loop between two points in the Cromford and High Peak Railway at Hartington, in Derbyshire :

To widen a length of 3 miles 78 chains of the Company's Liverpool and Manchester Line near Liverpool, and a length of 3 miles $12\frac{1}{2}$ chains of the same line between Salford and the Eccles, Tyldesley, and Wigan Branch :

To stop up certain streets at Salford, at Gorton, at Liverpool, and at Saint Helens :

To deduct from the dividends payable by the Company to the shareholders in the Saint Helens Canal and Railway Company certain sums on account of the liabilities of that Company :

To enter into agreements with the Midland Railway Company with reference to the working and maintenance of the Lancaster and Carlisle, the Lancaster and Preston Junction, and the Kendal and Windermere Railways :

To convert shares or stock in the capital of the South Staffordshire, the Hampstead Junction, and the Lancaster and Carlisle Railway Companies into stock of the London and North Western Railway Company :

To appoint directors of the Portpatrick Railway Company in exercise of the powers of the Lancaster and Carlisle Railway Company :

The Bill further provides for the dissolution of the Bedford and Cambridge Railway Company, and the vesting of their undertaking in the London and North Western Railway Company.

Observations.

Section 39. With reference to this power to enter into arrangements for working the Lancaster and Carlisle Railway, it may be observed that the Bill does not incorporate Part 3, Working Agreements, of "The Railways Clauses Act, 1863."

This Bill appears to affect the "Metropolitan Railway District," in respect only of the proposed power to take additional lands at Islington.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

London and North Western Railway (New Works and Additional Powers) [England and Scotland] Bill.

FURTHER REPORT of the Board of Trade on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London and South Western Railway (Additional Powers) Bill.

THE objects of this Bill are,—

To declare the amount and particulars of the capital, debenture stock, and debenture debt, and the powers of raising money of the London and South Western Railway Company, with the addition of 652,500 *l.* to their capital, and 217,000 *l.* to their loan powers: Objects.

To enable the Company to establish a superannuation fund and a guarantee fund for their servants:

To make a Railway (“the Chiswick Curve”), length $35\frac{1}{2}$ chins, a to connect the Company’s Kensington and Richmond Line, authorised in 1864, with their Loop Line, near Kew Station:

To enlarge the Walton Station, the Wimborne Station, the Queen Street Station, at Exeter, and the Redbridge Station:

To exercise the powers of the London, Chatham and Dover Railway Company for making a Junction Railway, authorised in 1864, near the Clapham Junction Station, which Railway and Station are to be subject to the use of that Company:

To give effect to an arrangement (set forth in a Schedule) with the Exeter and Exmouth Railway Company for the amalgamation of that Company with the London and South Western Railway Company on 1 January 1866:

To enter into agreements with the Salisbury and Yeovil Railway Company and the Thames Valley Railway Company for lease, sale or amalgamation of their respective undertakings.

It is further proposed by this Bill,—

To dissolve the Tooting, Merton, and Wimbledon Extension Railway Company, incorporated in 1864, and to vest their undertaking (called in the Bill the Tooting Railway) and their powers in the London and South Western and the London, Brighton and South Coast Railway Companies jointly:

To authorise the London and South Western Railway Company to run over certain lines of the London, Brighton and South Coast Railway Company, between the Tooting Railway and the latter Company’s wharf on the Thames at Deptford; and to use, by agreement only with the London, Brighton and South Coast Railway Company, certain of that Company’s lines between Herne Hill and Knights’ Hill and the London Bridge Terminus:

To authorise the two Companies to contract with respect to the making, working, and traffic of their respective Railways: to make a new Railway, length 49 chains, called the “Wimbledon Junction Railway;” to connect the authorised line of the Tooting Railway with the main line of the London and South Western Railway: and to appoint a Joint Committee for the purposes of the Tooting Railway and the Wimbledon Junction Railway:

And to authorise each of the two Companies to raise 52,500 *l.* by shares, and 17,500 *l.* by loan.

Sections 2, 49, and 73. It seems to be a question whether the incorporation of Part V., relating to Amalgamation, of the Railways Clauses Act, 1863, which is by Section 43 of this Bill made applicable to the proposed transfer of Observations.

the "Dover Line," should not also be made applicable to the proposed transfer of the Exeter and Exmouth Railway (Section 49), and the proposed powers to effect transfers of the Salisbury and Yeovil and the Thames Valley Railways (Section 73).

Section 8 (*d*) preserves the powers (if any) of the Exeter and Exmouth Railway Company for raising money by shares, and by borrowing which by or under the South Western Railway (General) Act, 1860, are already or hereafter transferred to the Company.

Having regard to the provisions in Sections 9 and 51-60 of this Bill, for the increase of the Company's capital by the whole amount of the Exmouth Company's authorised capital, and for the conversion of the latter Company's shares and stock into London and South Western Railway stock; it seems to be a question whether the powers in the Act of 1860 in respect of the Exmouth Company should not be extinguished instead of being preserved.

Sections 9 and 55. With respect to the proposed addition to the Company's capital of 80,000 *l.* in respect of the Exmouth Amalgamation it is to be observed, that the Exeter and Exmouth Railway Company have completed their Railway; that they appear to have issued capital to the amount of 63,800 *l.* only; and that in lieu of 36,800 *l.* part of that amount, the Bill proposes (Section 52) that the London and South Western Railway Company shall create 18,400 *l.* of ordinary stock only.

Section 16. With respect to the proposed addition to the Company's borrowing powers of 166,000 *l.* for general purposes, it may be observed that in this Company's Additional Powers Act of 1862, their capital (exclusive of debenture stock) was declared to be 9,351,832 *l.* 13 *s.* 4 *d.*, and their debenture debt and debenture stock were declared to be 3,828,000 *l.*; that the latter sum exceeded one-third of the former sum by 710,723 *l.*; that the present Bill proposes (Section 9) to declare the Company's capital (exclusive of debenture stock, but inclusive of 652,500 *l.* to be added by the Bill) to be 11,321,058 *l.*, and Section 15, their debenture debt and debenture stock to be 4,312,899 *l.* 12 *s.* 2 *d.*, to which are to be added under the Bill (Sections 16 and 17) 175,000 *l.* and 42,400 *l.*, making a total of 4,530,299 *l.* 12 *s.* 2 *d.*; and that the last mentioned sum exceeds one-third of the capital of 11,321,058 *l.* by 757,613 *l.*

An instance of the manner in which the gradual departure of the ratio between the Company's capital, and their debenture debt and debenture stock, from the normal ratio of 3 to 1, progresses appears at page 11 of this Bill, where it is recited that by reason of the transfer to the Company of the Wimbledon and Dorking Railway, the capital and borrowing power of the Company have been increased respectively by 64,500 *l.* and 31,500 *l.*

It may deserve consideration whether, as is usual in the case of Bills which define a Railway Company's money powers, there should not be inserted in this Bill a statement of the total sum which the Company will be authorised to raise by borrowing, inclusive of debenture stock.

Sections 34 & 156. A general power of "stopping up" roads, &c. is not usually granted, even in the case of short lines, such as the new Railways proposed in these clauses.

Section 49. *See above, under Section 2.*

Section 51. It may be proper matter for inquiry how far the proposed substitution of a 4½ per cent. dividend for the present 5 per cent. dividend is assented to by the holders of the Exmouth Company's preferential stock.

Section 55. *See above, under Section 9.*

Section 73. *See above, under Section 2.*

Section 75. With respect to the proposed increase of the Company's capital by the amount of the authorised capital of the Yeovil Company, in the event of amalgamation, it is to be observed, that the Bill states (page 5), that the Company already hold stock of the capital of the Yeovil Company to the amount of 245,000 *l.*, and (page 11), that 165,000 *l.* part of the Company's capital consists of ordinary stock, created and applied by them for the acquisition of shares of the Yeovil Company; and it would not be consistent with the practice

practice of Parliament to add to the Company's power of raising capital to the amount which they have already been authorised to raise, and have raised by shares for a subscription to the Yeovil Company's capital.

Section 85. With respect to the proposed application of the provisions of the Tooting Act to the two Companies, it may be observed that that Act provided a deposit security for the completion of the Tooting Railway ; but if the two Companies had been originally authorised to construct the Tooting Railway, the appropriate security for completion would have been a daily penalty after default.

The provisions of this Bill relating to the Tooting Railway and the Wimbledon Junction are also the subject of the *Tooting, Merton, and Wimbledon Extension Railway* Bill of this Session.

This Bill appears to affect the "Metropolitan Railway District" in respect only of the proposed power to the London and South Western Railway Company to reach the River Thames at Deptford, and the London Bridge Terminus, over lines of the London, Brighton, and South Coast Railway Company.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London and South Western Railway (Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—XIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Blackwall, and Millwall Extension Railway Bill.

THE objects of this Bill are to enable the London and Blackwall Railway Objects. Company—

To raise further sums of 350,000 *l.* by shares, and 116,000 *l.* by loan:

To make six new Railways, of an aggregate length of 4 miles 51½ chains, to be connected with the Company's London and Blackwall Line at the west, and also at the east, of the West India Docks, and with the North London Railway, and to touch the River Thames at the southern and also at the eastern shores of the Isle of Dogs; and a Railway, length 38½ chains, between the London and Blackwall Main Line and Extension to Bow; (these works will be entirely within the “Metropolitan Railway District”):

To acquire additional lands at Limehouse:

To contract with the East and West India Dock Company and the Millwall Canal Company with respect to the construction and working of the intended Railways through their respective properties; with the Millwall Canal Company and the North London Railway Company with respect to the construction, use, and traffic of the intended Railways; and with the Great Eastern Railway Company with respect to the construction and working of the intended Railways, in the event of a lease of the Company's undertaking to the Great Eastern Railway Company being authorised in this Session.

The Bill provides that a morning train from Limehouse, and an evening train from Glengall Road, in the southern part of the Isle of Dogs, shall be run at low fares, for the convenience of the labouring classes.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz. :—

Railway No. 2 terminates on the wall of the River Thames in Greenwich Reach.

Railway No. 3 terminates on the wall of the River Thames in Blackwall Reach. The limits of deviation in both cases extend into the river.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

*[London, Blackwall, and Millwall Extension
Railway Bill.]*

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

London, Brighton, and South Coast Railway (Additional Powers) Bill.

THE objects of this Bill are to enable the London, Brighton, and South Coast Railway Company—

To raise further sums of 90,000*l.* by shares, and 30,000*l.* by loan:

To take additional lands for stations and other purposes, at Camberwell, Mitcham, and Lewes :

To make three Junction Railways of an aggregate length of 1 mile 44 $\frac{3}{4}$ chains, near New Cross and Peckham (which will be within the “ Metropolitan Railway District”); and alterations of roads at and near Dulwich:

To exercise for an extended period the power for making the Railways authorised by this Company’s “ Mitcham and Tooting Lines, &c. Act 1863 ”:

To run over the East Grinstead Railway.

Section 39. Reference may be made to the Observations on “ Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London, Brighton, and South Coast Railway
(Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

*London, Chatham, and Dover, and London and South Western Railway Companies
Bill.*

THE objects of this Bill are—

Objects.

To enable the London and South Western Railway Company to raise further sums of 400,000 *l.* by shares, and 133,300 *l.* by loan; and to contribute 316,000 *l.* for the purposes of the Metropolitan Extensions of the London, Chatham, and Dover Railway Company :

To enable the two Companies to acquire and hold jointly lands at the east side of Farringdon-street, and both north and south of Skinner-street, Snow-hill, to be appropriated and laid out for station accommodation; and to enter into arrangements for the use by the London and South Western Railway Company of the lines of the London, Chatham, and Dover Railway Company, between the Clapham Junction and the intended station north of Ludgate-hill; and for the construction and use of that station and other stations, &c., on those lines.

A principal object of this Bill appears to be the formation of a station at the north of Ludgate-hill and east of Farringdon-street, to be used for the traffic of the London, Chatham, and Dover, and the London and South Western Railway Companies.

Observations.

Reference may be made to the observations on “ Central Stations ” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 30, in which this Bill is noticed.

It may deserve consideration whether the powers to be given to the two Companies by this Bill, should not be accompanied by a provision for the running of morning and evening trains at low fares for the labouring classes, to and from the proposed station.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham, and Dover, and London and
South Western Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Chatham, and Dover Railway (No. 1) Bill.

THE objects of this Bill are to enable the London, Chatham, and Dover Railway Company—

To take additional lands for station purposes, at the east side of Farringdon-street, and both north and south of Skinner-street, Snow-hill, and to stop up various streets between Farringdon-street and the Old Bailey; and also to stop up Holland-street, Blackfriars-road:

To make two new Railways, length 1 mile 20 chains, to connect the Company's Line near Herne-hill Station with the authorised Line of the London, Brighton, and South Coast Railway near Denmark-hill, and to connect the last-mentioned Line with the Company's Peckham Line, authorised in 1863:

To widen the portion, length 2 miles 72½ chains, of the Company's Railway (City Section), between Charlotte-street, Blackfriars-road, and Poplar-walk, Lambeth, and a portion, length 17 chains, of the Company's Railway (West End Section) at Brixton:

To run over the West London Extension Railway to its Kensington Station:

To enter into Working and Traffic Arrangements with the West London Extension Railway Company:

To effect a consolidation of deferred shares and stock in the Company's separate undertakings with the Company's ordinary capital in their general undertaking:

To raise, in addition to the sum of 60,000*l.* authorised for the like purpose in 1861, a further sum of 110,000 *l.* by new shares, to discharge further arrears of guaranteed dividend on the shares for 500,000 *l.* created for the purposes of the Company's Extension to Dover Act, 1855; and to prolong the period for redemption of the 60,000 *l.* and the 110,000 *l.*

The Bill provides for the abandonment of the construction of a line authorised by the Crystal Palace and South London Junction Railway Act, 1862.

Reference may be made to the observations under the head “Central Stations,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 30, in which this Bill is noticed.

Sections 2 and 3. Though the Bill authorises the creation of additional capital, Part II (additional capital) of the Companies Clauses Act, 1863, is not incorporated with it.

Section 27. Reference may be made to the Observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Section 33. A more specific description of the Act here referred to seems to be requisite.

Section 40. *See above*, under Sections 2 and 3. The Bill does not contain the usual provision that no new share shall be issued or vested till 20 per centum on its amount is paid.

Section 41. To make the dividend of the new shares for 110,000 *l.* be payable *pari passu* with the shares for 60,000 *l.* already created, as is proposed in this Clause, would seem to be an alteration of the terms of the preference already attached to the latter class of shares.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham, and Dover Railway*
(No. 1) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Metropolitan and Saint John's Wood Railway (Extension) Bill.

THE objects of this Bill are to enable the Metropolitan and Saint John's Wood Railway Company—

To raise further sums of 200,000 *l.* by shares, and 66,000 *l.* by loan:

To make an Extension Railway, length 1 mile 3 chains, from the Company's authorised line near the Swiss Cottage, to Willow-road, Hampstead, partly within the “Metropolitan Railway District.”

The provision in this Company's Act of 1864 for the running of trains at low fares, is altered to provide for the conveyance of the labouring classes from and to Hampstead (instead of Saint John's Wood) in the morning and evening respectively.

The Metropolitan Railway Company are to be authorised to subscribe any sum they think fit to this Company's Undertaking, and to create new share capital for that purpose.

Section 13. The practice of Parliament appears to require that the greatest amount which the Metropolitan Railway Company may subscribe to the Undertaking should be specified in the Bill. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

*[Metropolitan and St. John's Wood Railway
(Extension) Bill.]*

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

•Metropolitan and South London Railway Bill.

THE objects of this Bill are to incorporate the Metropolitan and South London Railway Company, with a capital of 3,000,000 *l.* in 10 *l.* shares, and 1,000,000 *l.* by loan; and with powers— Objects.

To make a Railway, length 3 miles 6 $\frac{1}{4}$ chains, from a junction with the authorised Finsbury Circus Extension of the Metropolitan Railway at its intended termination, passing eastward under Whitechapel High-street, and Cannon-street Road, thence southward under the Blackwall Railway, and the Eastern Dock of the London Docks, through the Thames Tunnel, to a point in the parish of St. Mary, Rotherhithe; and ten Branch Railways of an aggregate length of 6 miles 51 $\frac{1}{2}$ chains, to connect the former with the Main Line and with a new line authorised in 1864 of the Great Eastern Railway, in the parish of St. Matthew, Bethnal Green, with the London and Blackwall Railway, in the parish of St. George-in-the-East, and with the North Kent Line of the South Eastern Railway, and with the Main Line, the Thames Junction Line, and a new line authorised in 1863 of the London, Brighton, and South Coast Railway, at and near Deptford:

To divert Liverpool-street, in the City of London, and to form a new street leading out of Upper North-street, Bethnal Green:

(All the above-mentioned works will be within the “Metropolitan Railway District”):

To enter into arrangements with the Metropolitan Railway Company with respect to the construction of the authorised Tower Hill Extension of that Railway, and of the proposed Railway, near to each other, between Finsbury Circus and Aldgate High-street; and with the London and St. Katherine Docks Company and the Surrey Canal Dock Company with reference to the proposed works, so far as they will affect the works of those companies:

To take and appropriate the Thames Tunnel by agreement or otherwise, and to adapt it to the purposes of the Bill:

To enter into traffic arrangements with the Metropolitan Railway Company, and with any Company using that Railway, and also with the London and North Western, the North London, the Great Eastern, the London and Blackwall, the London, Brighton, and South Coast, and the South Eastern Railway Companies.

With respect to the proposed power in this Bill, to acquire lands at Liverpool-street, reference may be made to the observations under the head “Central Stations,” in the General Report of the Board of Trade, on Railway, &c. Bills of this Session, page 30. Observations.

This Bill is also noticed in the same page of that Report, under the head “Communication, North and South of the River.”

Section 25 authorises the Company to "erect houses and buildings for the accommodation of the labouring classes." This power would seem to go beyond those usually conferred on Railway Companies. There may, however, be special reasons for such power in this case, of which my Lords are not aware.

Section 26. Special limitation of the time within which claims for compensation by yearly tenants are to be made appears to be unusual. If any special limitation be allowed, it seems to be a question whether the proposed period of *six* months after the completion of the works in respect of which such compensation is claimed, would not be too short.

It may be observed that this Bill does not contain any provision for the conveyance of the labouring classes by morning and evening trains at low fares, such as is suggested in the Third Report of the Select Committee of the House of Lords on Metropolitan Railway Communication of 1863, and as has been inserted in some recent Acts authorising the construction of Railways leading into the Metropolis.

Tidal Waters.

It does not appear that this scheme, by which it is proposed to use the existing Thames Tunnel for the passage of the Railway under the river, will involve any new interference with tidal waters.

The usual provision for the protection of navigation is made in this Bill by the incorporation of "The Railways Clauses Consolidation Act, 1845," and of Part I. of "The Railways Clauses Act, 1863."

The East London Railway (Thames Tunnel Line) Bill also proposes the construction of a Railway to pass under the river by means of the Thames Tunnel.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolitan and South London Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—XIX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

‘THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Metropolitan District Railway Bill.

THE objects of this Bill are to enable the Metropolitan District Railway Objects.
Company—

To raise further sums of 150,000 *l.* by shares, and 50,000 *l.* by loan :

To make two new Railways of an aggregate length of 77½ chains; viz., a Branch to the West London Extension Railway, in lieu of that authorised by this Company's Act of 1864, and an Extension to the Hammersmith-road; and to acquire additional land at the north and also at the south sides of Victoria-street, Westminster, at the Kensington-road, and at Pelham-street (all within the “Metropolitan Railway District”):

To enter into working and traffic arrangements with the Metropolitan Railway Company.

Sections 2 and 24. The power to enter into working arrangements seems to render necessary the incorporation with this Bill of Part III, “Working Arrangements” of the Railways Clauses Act, 1863. Observations.

Section 27, authorises the Company to underpin and strengthen the foundation of any house or building near the Railways to be constructed by them. It may deserve consideration whether the Company should not be required to give notice to the occupier of any house or building proposed to be dealt with by them under the power in this clause, of the work intended to be executed.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolitan District Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Metropolitan Railway Bill.

THE objects of this Bill are to enable the Metropolitan Railway Company— Objects.

To take additional lands for the purposes of their Finsbury Circus Extension, their Main Line, their Western Extension, and their authorised Notting Hill and Brompton Extension respectively :

To deviate the authorised line of their Western Extension between the Edgware-road and the Great Western Hotel :

To hold lands and buildings over or adjacent to the Railway, permanently and discharged from the general mortgage and bond debt of the Company ; with power to borrow additional sums on mortgage of such property :

(All within the “ Metropolitan Railway District.”)

The Bill further provides penalties on persons charged with offences against the Company’s Acts or bye-laws, who refuse to give, or give falsely, their names or addresses ; and on persons who extinguish lights, or do damage in the carriages or stations :

It limits the time for making claim for compensation for lands injuriously affected by the execution of the Company’s works :

And it authorises a lease or transfer of the Hammersmith and City Railway to the Metropolitan and the Great Western Railway Companies or to either of them.

With respect to the proposed power in this Bill, to take additional lands at the western side of the Company’s present Farringdon-street Station, reference may be made to the observations under the head “ Central Stations,” in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, where this Bill is noticed. Observations.

Sections 18 and 19. With respect to the provisions in these clauses, it may be observed that they appear to have the effect of withdrawing from mortgage securities already granted by the Company certain lands and buildings, including stations, which now form part of such mortgage securities, without reference to the consent of the holders of those mortgages ; and that the amount of the additional sums which the Company will be authorised to borrow on such lands and buildings, and the application of monies so borrowed are not defined in the Bill in accordance with the practice of Parliament.

Section 22. It appears to be a question whether the several offences comprised in this clause might not be made penal under the authority of the Company to make bye-laws ; and they are usually (with the exception of the offence of extinguishing lights) dealt with as subjects for a Railway Company’s bye-laws.

Sections 25 and 29. Reference may be made to the observations on "Amalgamation, Sale and Lease," including those on "Public Notice of Transfer," in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, pages 23 and 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolitan Railway Bill.*]

FURTHER REPORT of the BOARD OF TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Midland Railway (New Lines and Additional Powers) Bill.

THE objects of this Bill are to enable the Midland Railway Company—

Objects.

To raise further sums of 1,000,000 *l.* by shares, and 333,000 *l.* by loan :

To acquire lands, including the sites of certain streets south and west of Travis-street and Great Ancoats-street, in Manchester; also lands near the Blackwell and Bromsgrove Stations on the Birmingham and Bristol Line; near Keighley Station; near Holbeck Junction, at Leeds; near the Clay Cross, the Ambergate, the Swinton, the Eckington, the Spondon, and the Borrowash Stations; also lands at Burton-on-Trent, at Moseley in the parish of King's Norton, at Bristol, at Leicester, at Agar Town in the parish of St. Pancras; and also extensive lands on the north-east of the Edgware Road, and south of the Brent Reservoir, in the parish of Hendon :

To make 16 Branch Railways of an aggregate length of 31 miles, 67½ chains, of which some will form junctions with the Company's lines at Breedon-on-the-Hill and Ashby-de-la-Zouch, at Long Eaton and Weston-on-Trent, at Heage, Selston, and Codnor Park, at Ripley Station, at Lenton, at Iron Acton (in Gloucestershire), at Morton (in Derbyshire), at Spondon and Derby, at Burton-on-Trent, and at Agar Town, Saint Pancras; one will be a new Railway, length 1 mile 9 chains, from the Manchester, Sheffield, and Lincolnshire Railway at Ardwick, to a new terminus at the junction of Watson and Great Ancoats-streets, in Manchester; another, length 42 chains, will connect the Midland Railway with the Great Northern Railway at Newark; and another, length 45 chains, will be a branch from the Tewkesbury and Malvern Railway at Great Malvern :

To alter the line and levels of the Company's Railway, near and at the west of the Nottingham Passenger Station :

To acquire certain Railways between the Company's line at Staveley, and the Staveley Iron and Coal Company's coal pits.

To make new roads at Hendon (in Middlesex) and at Snibstone (in Leicestershire); to widen and extend Watson-street at Manchester, and School-street at Bradford; and to divert Barton-road at Bristol :

To stop up and appropriate West Croft Branch Canal at Nottingham :

To abandon the construction of a Railway at Staveley, authorised in 1863 :

To use certain level crossings at Burton-on-Trent with locomotive engines :

To contract with the London and North Western Railway Company with reference to the working and maintenance of the Lancaster and Carlisle Railway undertaking, including the Lancaster and Preston Junction Railway, and the Kendal and Windermere Railway; and with reference to the Lancaster Canal :

To use the Carlisle Citadel Station and the approaches thereto, by agreement with the Caledonian and the Lancaster and Carlisle Railway Companies, or otherwise on terms to be settled by arbitration :

To subscribe 100,000*l.* to the East Gloucestershire Railway undertaking.

Observations.

Sections 2 and 43. The provisions of Clause 43 seem to render proper the incorporation with this Bill of Part 3, relating to working agreements, of "The Railways Clauses Act, 1863."

Section 42. If the use of these level crossings with locomotive engines, &c., be permitted, it would be in accordance with the practice of Parliament to make applicable to the level crossings provisions for the public safety and convenience, to the effect of those contained in Sections 5-8 of "The Railways Clauses Act, 1863."

Section 43. *See* above, under Section 2.

Section 45. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

The only purposes of this Bill which appear to affect the "Metropolitan Railway District" seem to be the proposed powers to take lands, and to make a new Branch Railway, at Agar Town, St. Pancras.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Midland Railway (New Lines and Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—XXII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North London, Highgate, and Alexandra Park Railway Bill.

THE objects of this Bill are to incorporate “ The North London, Highgate, and Alexandra Park Railway Company,” with a capital of 315,000 *l.*, in 10 *l.* shares, and 105,000 *l.* by loan ; and with powers—

To make Railways of an aggregate length of 3 miles 73 chains, from the North London Railway, near the Islington Cattle Market (within the “ Metropolitan Railway District”), passing by the east of Highgate to the Alexandra Park ; and a Branch therefrom, length 45½ chains, to the authorised line of the Edgware, Highgate, and London Railway, at the north of Highgate :

To run over the Edgware, Highgate, and London Railway :

To have traffic facilities by through booking and carriages on the Edgware, Highgate, and London, the Watford and Edgware Junction, and the North London, Railways :

To enter into working and traffic arrangements with the London and North Western, the Great Northern, and the Edgware, Highgate, and London Railway Companies.

* Section 39. Reference may be made to the observations on “ Running Powers,” Observations. in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North London, Highgate, and Alexandra
Park Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North London Railway Bill.

THE objects of this Bill are to enable the North London Railway Company— Objects.

To raise a further sum of 100,000 *l.* by shares (of which the London and North Western Railway Company may take their proportionate amount), and 33,300 *l.* by loan :

To borrow 100,000 *l.* in respect of 300,000 *l.* unissued share capital of the Company authorised by their City Branch Act, 1861 :

To acquire additional lands at the Hackney Station, at Devon's Road, Bromley, and at other places ; to widen a portion of the Railway, length about one mile, between Devon's Road, Bromley, and High-street, Poplar ; to enlarge various bridges under and over the Railway ; and to make a portion of new road to pass by a bridge over the City Branch at Kingsland (all within the “Metropolitan Railway District”) :

To make a new cut from the Company's existing Dock eastward into the Thames ; to charge rates for docking, &c. in that new entrance ; and to enter into arrangements with the East and West India Dock Company with respect to the construction and use of such new cut.

Section 2. See below as to incorporation of Harbours, Docks, and Piers Clauses Act, 1847, and of Part I., of Railways Clauses Act, 1863. Observations.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following in- Tidal Waters.
stance, viz :—A new Cut from the River Thames into the Company's dock, near the Blackwall entrance into the Blackwall Basin.

Such interference renders necessary the incorporation in the Bill of “The Harbours, Docks, and Piers Clauses Act, 1847,” and of sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.” And the Bill should state that in construing those sections of the last-mentioned Act, the words “Work” and “Railway” shall be taken to include the Cut and works connected therewith authorised by this Bill.

The Bill does not propose to incorporate either of these enactments.

See observations on “Works affecting Foreshore and Tidal Waters” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26.

Board of Trade,
February 1865.

(signed) James Booth.

RAILWAY AND CANAL, &c. BILLS

[*North London Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS of this Session.”

North Surrey Railway Bill.

THE object of this Bill is to incorporate the North Surrey Railway Company, Objects.
with a capital of 225,000 *l.* in 10 *l.* shares, and 75,000 *l.* by loan, and with
powers—

To make a Railway, length 2 miles 16 chains, from a Junction with the
Balham and Croydon Line of the London, Brighton, and South Coast Railway
on Tooting Common, to a Junction with the London, Chatham, and Dover
Railway, near High-street, Clapham :

To enter into working and traffic arrangements with the London, Brighton,
and South Coast, and the London, Chatham, and Dover Railway Companies.

The Railway proposed by this Bill will lie beyond the “Metropolitan Railway Observations.
District,” but it will terminate in the Metropolitan Section of the London,
Chatham, and Dover Railway, where that section forms part of the boundary of
that district.

No further observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North Surrey Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Eastern Railway Bill.

THE objects of this Bill are to enable the South Eastern Railway Company— Objects.

To raise further sums of 905,000 *l.* by shares, and 301,600 *l.* by loan :

To take additional lands for the enlargement of the Company's Spa Road Station (within the “Metropolitan Railway District”), and of their Woolwich Arsenal Station :

To make Railways of an aggregate length of 3 miles 10 chains from the Company's Greenwich Line, near Deptford Creek, and the authorised line of the London, Chatham and Dover Railway, near Croom Hill Grove, passing under the northern part of Greenwich Park, to the Company's North Kent Line, near Church-lane, Charlton, and near Sand-street, Woolwich ; and a Railway length 1 mile 35 $\frac{1}{2}$ chains, in extension of the Company's line to Cranbrook, authorised in 1864.

It is further proposed by this Bill—

To authorise the London, Chatham, and Dover Railway Company to use portions of the Company's existing and proposed lines between Croom Hill Grove and Woolwich Arsenal Station :

To repeal the provision in the Charing Cross Railway (City Terminus) Act, 1861, which prohibits the stopping up, or reducing in width, Bush Lane or Dowgate Hill.

No observation by the Board of Trade appears to be necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*South Eastern Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Tooting, Merton, and Wimbledon Extension Railway Bill.

THE objects of this Bill are,—

To dissolve the Tooting, Merton, and Wimbledon Extension Railway Company, Objects.
incorporated in 1864, and to vest their Undertaking (called in the Bill the Tooting Railway), and their powers in the London and South Western, and the London, Brighton, and South Coast Railway Companies jointly :

To authorise the London and South Western Railway Company to run over certain lines of the London, Brighton, and South Coast Railway Company, between the Tooting Railway and the latter Company's wharf, on the Thames at Deptford ; and to use by agreement only with the London, Brighton and South Coast Railway Company, certain of that Company's lines between Herne Hill and Knights' Hill, and the London Bridge Terminus :

To authorise those two Companies—

To contract with respect to the making, working and traffic of their respective Railways :

To make a new Railway, length 49 chains, and called the Wimbledon Junction Railway, to connect the authorised line of the Tooting Railway, with the main line of the London and South Western Railway :

To appoint a joint committee for the purposes of the Tooting Railway Company's Undertaking, and the Wimbledon Junction Railway :

And to authorise each of the two Companies to raise 52,500 £. by shares, and 17,500 £. by loan.

Section 11. With respect to the proposed application of the provisions of the Tooting Act to the two Companies, it may be observed that that Act provided a deposit security for the completion of the Tooting Railway ; but if the two Companies had been originally authorised to construct the Tooting Railway, the appropriate security for completion would have been a daily penalty after default. Observations

The provisions of this Bill are also comprised in the London and South Western Railway (Additional Powers) Bill of this Session.

The Bill appears to affect the “ Metropolitan Railway District,” in respect only of the proposed power to the London and South Western Railway Company to reach the River Thames at Deptford and the London Bridge Terminus, over lines of the London, Brighton, and South Coast Railway Company.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Tooting, Merton, and Wimbledon Extension
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Tottenham and Hampstead Junction Railway (Deviation, &c.) Bill.*
 2. *Tottenham and Hampstead Junction Railway (New Lines) Bill.*
-

1. *Tottenham and Hampstead Junction Railway (Deviation, &c.) Bill.*
-

THE objects of this Bill are—

Objects.

To make new provisions with respect to the amounts which the Great Eastern Railway Company and the Midland Railway Company may respectively contribute to the undertaking of the Tottenham and Hampstead Junction Railway Company; and with respect to the appointment of directors of the latter Company, by the two former Companies:

To enable the Tottenham and Hampstead Junction Railway Company, to abandon three Branch Lines already authorised, and in lieu thereof to make two Branch Railways, of an aggregate length of 1 mile 4 chains, to connect the Company's authorised Line with the authorised Line of the Midland Railway at Kentish Town, (within the “Metropolitan Railway District”):

To authorise the Tottenham and Hampstead Junction Railway Company to enter into working and traffic arrangements with the Great Eastern and Midland Railway Companies, and to lease or sell their undertaking to those two Companies.

The Bill provides that any Company required to run trains at low fares for the labouring classes on any line of their own, having a junction with the Tottenham and Hampstead Junction Railway may, if and while they work the latter Railway, be required to run similar trains on that Railway.

The Bill further authorises each of the Great Eastern and the Midland Railway Companies to raise the amount of their subscription as to three-fourths, by shares, and as to one-fourth by borrowing.

Sections 16, 17, and 22. By these clauses it would appear to be intended that each of the contributing Companies shall raise one-fourth of the amount of its contribution by borrowing, and the other three-fourths by shares or stock. Observations.

It is to be observed, however, that it is not the practice of Parliament to permit a Company to raise by borrowing any part of the amount which they raise for the purpose of taking shares in the capital of another Company, the latter Company being authorised to borrow to the extent of the Parliamentary limit in respect of the sum to be contributed to, and expended on, their undertaking.

Section 46. Reference may be made to the observations on “Amalgamation Sale and Lease,” including those on “Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 23 and 24.

It may deserve consideration whether the Bill should not provide more definitely than at present, with reference to the incorporation with the Bill (in Section 2) of Part V. (relating to amalgamation) of "The Railways Clauses Act, 1863," that in the application of Part V. a sale or transfer under the powers of the Bill shall be deemed to be an "amalgamation."

2. *Tottenham and Hampstead Junction Railway (New Lines) Bill.*

Objects.

THE objects of this Bill are to enable the Tottenham and Hampstead Junction Railway Company—

To raise further sums of 240,000 *l.* by shares, and 80,000 *l.* by loan :

To make a Railway, length 6 miles 68½ chains, from a junction at Kentish Town with the Company's authorised Line (within the "Metropolitan Railway District"), to a junction at Tottenham, with the Metropolitan Line of the Great Eastern Railway authorised in 1864 ; and three Branch Railways, of an aggregate length of 1 mile 59 chains, one joining the last-mentioned Line of the Great Eastern Railway at Tottenham, and two leading to the Alexandra Park :

To enter into working and traffic arrangements with the Great Eastern and the Midland Railway Companies ; and into traffic arrangements with the Alexandra Park Company (Limited).

The Bill provides that any Company required to run trains at low fares for the labouring classes on any Line of their own, having a junction with the proposed Railway may, if and while they work the proposed Railway, be required to run similar trains on that Railway.

The Bill further authorises each of the Midland and the Great Eastern Railway Companies to subscribe for one-third of the proposed additional capital, and to create capital for that purpose.

Observations.

Section 6. With reference to the proposed power in this clause to create preferential capital, it may be observed that the Company have not yet completed their original Line.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

1. *Tottenham and Hampstead Junction
Railway (Deviation, &c.) Bill.*
2. *Tottenham and Hampstead Junction
Railway (New Lines) Bill.*

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—XXVIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Waterloo and Whitehall Railway Bill.

THE objects of this Bill are to incorporate the Waterloo and Whitehall Railway Company with a capital of 100,000 *l.*, in 10 *l.* shares, and 33,000 *l.* by loan; and to empower the Company—

To make a Railway, length 48 chains, commencing near the western end of Great Scotland Yard, passing under the River Thames in a tunnel, and along and under College-street, and terminating at a point close to the Waterloo station of the London and South Western Railway below the level of that Railway.

This Bill is noticed under the head, “Communication North and South of the River” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 30. Observations.

Section 16 does not require, as is usual, that, before the borrowing power is exercised, proof be given that one-fifth of the amount of every share is paid up.

Interference with Tidal Waters.

With respect to interference with tidal waters, it is to be observed that the Railway is to be carried under the River Thames by a tunnel between Crown Wharf, near Great Scotland Yard, and Kings’ Arms Yard on the opposite side of the river. Tidal Waters.

The usual provision for the protection of navigation is proposed to be made by the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Part I. of “The Railways Clauses Act, 1863.”

It does not appear by this Bill, or by the deposited Plan and Sections, that the promoters of the scheme intend to execute any work, either permanent or temporary, in the tidal water of the River Thames.

In considering, however, the propriety of sanctioning the formation of a railway tunnel under the river at the proposed place, the Committee on the Bill will probably not overlook the consideration, how far an accident to the proposed tunnel, occurring either during its construction (as happened in the case of the existing Thames Tunnel), or after its completion, might render necessary the erection of works of repair in the bed of the river, by which its navigation might be obstructed.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Waterloo and Whitehall Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Acton and Brentford Railway Bill.*
 2. *Acton and Twickenham Railway Bill.*
-

1. *Acton and Brentford Railway Bill.*

THE objects of this Bill are to incorporate the “Acton and Brentford Railway Company,” with a capital of 90,000 *l.* in 10*l.* shares, and 30,000*l.* by loan, and with powers: Objects.

To make a Railway, length 3 miles 23 chains, from the Great Western Railway at Acton, passing between Ealing and Little Ealing, to the Great Western and Brentford Railway near Brentford :

To interchange traffic facilities, and enter into working and traffic arrangements, with the Great Western and the Great Western and Brentford Railway Companies.

Section 22. As the Great Western Railway is constructed of mixed gauge at the intended point of junction, it might be well that the intended gauge of the proposed Railway should be specified in the Bill. Observations.

Section 31. With respect to the proposed “short distance,” it is to be observed, that the whole length of the new Railway will be less than *four* miles.

2. *Acton and Twickenham Railway Bill.*

The objects of this Bill are to incorporate the “Acton and Twickenham Railway Company,” with a capital of 200,000*l.* in 10*l.* shares, and 66,600*l.* by loan, and with powers: Objects.

To make a Railway, No. 1, length 3 miles 23½ chains, from the Great Western Railway at Acton, passing between Ealing and Little Ealing to the Great Western and Brentford Railway. No. 2, length 3 miles 15 chains, from the Great Western and Brentford Railway, through Isleworth, to a point in the parish of Twickenham, near Richmond Bridge; and Nos. 3, 4, and 5, short branches, to connect Nos. 1 and 2 with each other, and with the Loop and Windsor lines of the London and South Western Railway, of an aggregate length of 1 mile 33½ chains :

To interchange traffic facilities, and enter into working and traffic arrangements, with the Great Western, the Great Western and Brentford, and the London and South Western Railway Companies.

Observations.

Section 22. As the proposed new Railways are to have junctions with the Great Western Railway at Acton (where it is of mixed gauge) and with the London and South Western Railway, it might be well that the intended gauge of the new Railways should be specified in this Bill.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Acton and Brentford Railway Bill.*]
[2. *Acton and Twickenham Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Alcester, Stratford-upon-Avon, and Warwick Junction Railway Bill.*
 2. *Alexandra (Newport) Docks Bill.*
-

1. *Alcester, Stratford-upon-Avon, and Warwick Junction Railway Bill.*

THE objects of this Bill are to incorporate the “Alcester, Stratford-upon-Avon, and Warwick Junction Railway Company,” with a capital of 60,000*l.* in 10 *l.* shares, and 20,000*l.* by loan, and with powers: Objects.

To make the several Railways described in Section 23 of the Bill, of an aggregate length of 8 miles 14 chains, having junctions with the Stratford-upon-Avon Railway at Bearley and Aston Cantlow, and with the authorised line of the Evesham and Redditch Railway at Alcester and Arrow:

To enter into working and traffic arrangements, and to interchange traffic facilities, by through rates, carriages, &c., with the Great Western, the Stratford-upon-Avon, and the Evesham and Redditch Railway Companies:

And to enter into agreements with the Evesham and Redditch Railway Company for a joint station at Alcester; and with the Stratford-upon-Avon Railway Company for a joint station at Bearley:

No observation by the Board of Trade appears necessary.

2. *Alexandra (Newport) Docks Bill.*

The objects of this Bill are to incorporate the “Alexandra (Newport) Docks Company” with a capital of 600,000*l.* in 20 *l.* shares, and 200,000*l.* by loan, and with powers: Objects.

To make a dock, a reservoir, and conduit, and other accessory works, on the west side of the River Usk, south of Newport:

To make several railways, of the aggregate length of 4 miles 46 chains, to connect the dock with the Eastern and Western Valleys Lines of the Monmouthshire Railway, and with the South Wales line of the Great Western Railway:

To enter into arrangements with the Great Western Railway, the Monmouthshire Railway and Canal, the London and North Western Railway, the Brecon and Merthyr Tydfil Railway, and the Newport Dock Companies and Lord Tredegar, with respect to leases of portions of the intended works, and to the construction, use, working, and traffic of the intended docks and railways:

The Bill authorises the Monmouthshire Railway and Canal Company to subscribe 20,000*l.* to the proposed undertaking, and to raise that amount by shares; and it confirms an agreement (in the Schedule) between Lord Tredegar and the promoters of the Bill respecting lands now required, and which may be hereafter required for the undertaking.

Observations.

Section 2. In the 30th line of page 3, "expressly" should be inserted before "varied."

Sections 27 and 31. These clauses might be properly omitted, their objects being more usefully effected by the provisions in Sections 12 and 13 of "The Harbours, Docks, and Piers Clauses Act, 1847," and Sections 13 to 19 of "The Railways Clauses Act, 1863," which will be incorporated with this Bill.

Sections 68 and 69. With respect to the proposed power to the new Company to contract with the other parties named in Section 68 for the construction of the intended Docks, Railways, &c., it is to be observed that it is the practice of Parliament to leave the execution of the works to the Company who are empowered to take lands and raise money for that purpose.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The formation of a dock of about 23 acres in extent, an entrance basin of about 5 acres, and other works in connexion therewith, on the western bank of the River Usk, about a mile below or southward of the town of Newport; and the diversion and conducting into such dock, of water from the Rivers Usk and Ebbw.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." The Bill proposes to incorporate both of these enactments. But it should be stated in clause 2 of the Bill that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to include the Dock and Works authorised by this Bill.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Alcester, Stratford-upon-Avon, and Warwick Junction Railway Bill.*]
 - [2. *Alexandra (Newport) Docks Bill.*]
-

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Althorpe-on-Trent and Lincoln Railway Bill.

THE objects of this Bill are to enable the West Riding and Grimsby Railway Objects.
Company—

To raise further sums of 450,000*l.* by shares, and 150,000*l.* by loans ;

To make the following Railways, viz. :—

(No. 1). Length 26 miles 71½ chains, from the South Yorkshire Railway at Althorpe, near Keadby, to the Great Northern Railway, at the western side of the city of Lincoln ;

(No. 2). Length 2 miles 24 chains, from (No. 1), near Burton, on the north of Lincoln, to a point near the Sheep Market at Lincoln ;

To run over the South Yorkshire Railway between the intended junction near Keadby and the West Riding and Grimsby Railway ;

And to enter into working and traffic arrangements with the Manchester, Sheffield, and Lincolnshire Railway and the South Yorkshire Railway and River Dun Companies, or either of them.

This Bill would also enable the Manchester, Sheffield, and Lincolnshire Railway Company to subscribe any sum which they may think fit, and to apply their funds to that purpose, or to raise such sum by the creation of new shares ; and to guarantee dividend and interest on the new share and loan capital of the West Riding and Grimsby Railway Company.

Section 5. With respect to the proposed power to create preference capital for new purposes, it is to be observed that the Company have not completed their original line. Observations,

Section 12. The practice of Parliament seems to require that the Bill should specify the greatest sum which the Manchester, Sheffield, and Lincolnshire Railway Company may subscribe for, and raise by new shares.

Section 24. Reference may be made to the Observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Althorpe-on-Trent and Lincoln Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Barnsley, Ackworth, and Pontefract Railway Bill.

THE objects of this Bill are to incorporate the “Barnsley, Ackworth, and Pontefract Railway Company,” with a capital of 225,000*l.* in 10*l.* shares, and 75,000*l.* by loan : Objects.

And with powers to make the several railways described in section 25 of the Bill, of an aggregate length of 15 miles 68 chains, consisting of a main line, length 14 miles 45½ chains, from a double junction with the South Yorkshire Railway at Ardsley, to a junction with the North Eastern Railway, in the parish of Ferry Frystone ; and having a double junction with the West Riding and Grimsby Railway at Hemsworth :

To run over a portion of the South Yorkshire Railway between Ardsley and Barnsley, and to use its Barnsley Station :

To run over a portion of the North Eastern Railway between Ferry Frystone and York, and to use its station at York and intermediate stations :

To enter into working and traffic arrangements with the Manchester, Sheffield, and Lincolnshire, and the North Eastern Railway Companies, or either of them :

The Bill authorises the Manchester, Sheffield, and Lincolnshire Railway Company to subscribe any sum which they may think fit to the new undertaking, and to raise money by the creation of new shares for that purpose.

Sections 18 and 19. The practice of Parliament appears to require that the greatest amount which the Manchester, Sheffield, and Lincolnshire Railway Company may subscribe, and for which they may create new shares, should be defined by the Bill. Observations.

Section 28. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Barnsley, Achnorth, and Pontefract Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Beddgelert Railway Bill.

THE objects of this Bill are to incorporate the “Beddgelert Railway Company,” with a capital of 100,000 *l.* in 100 *l.* shares, and 33,300 *l.* by loan, and with powers—

To make the following Railways, viz.—

(No. 1.) Length 6 miles 11 chains, from a junction with the Aberystwith and Welsh Coast Railway at Portmadoc to Beddgelert;

(No. 2.) Length 1 mile 78 chains, wholly in the parish of Beddgelert;

(No. 3.) Length 57 chains, from No. 1. to the Public Pier Wharf at Portmadoc:

To interchange traffic facilities, and to enter into working and traffic arrangements with the Aberystwith and Welsh Coast Railway Company.

Section 2. Reference may be made to the observations on “Works affecting Foreshore and Tidal Waters,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26, with a view to the insertion of the word “expressly” before “varied” in the last line but one of this Clause. Observations.

Section 5. It is usual to leave the power of fixing the times at which the half-yearly meetings shall be held to a general meeting of the Company, as provided by the 66th Section of “The Companies Clauses Consolidation Act, 1845,” not to give it to the Directors, as proposed in this Clause.

Section 33. This Bill does not appear to contain the requisite definition of “terminal station.”

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following instance, viz.—

Railway No. 3. terminates on the Ballast Bank on the south side of the Public Pier Wharf at Portmadoc, with limits of deviation extending to that wharf.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”) of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above, under Section 2.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Beddgelert Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Bishop's Castle Railway (Chirbury to Minsterley) Bill.*
 2. *Bishop's Castle Railway (Extensions to Craven Arms, &c.) Bill.*
-

1. *Bishop's Castle Railway (Chirbury to Minsterley) Bill.*

THE objects of this Bill are to enable the Bishop's Castle Railway Company— Objects.

To raise further sums of 100,000 *l.* by shares, and 33,000 *l.* by loan :

To make a Railway, length 9 miles 8 chains, from the Company's authorised line at Chirbury to the Minsterley Branch of the Shrewsbury and Welchpool Railway at Minsterley, and a second Junction Branch at Chirbury, length 14 chains:

To run over the Minsterley Branch, including the use of the Minsterley Station, and over the main line of the Shrewsbury and Welchpool Railway, between that Branch and the Shrewsbury and Hereford Railway, and over the Shrewsbury and Hereford Railway to the Joint Station at Shrewsbury; and to use that Joint Station.

Section 2. The reference in this Clause to “The Companies Clauses Consolidation Act, 1845,” and to Parts I. and III. of “The Companies Clauses Act, 1863,” would be properly omitted, being rendered unnecessary by Section 12 of this Bill, which incorporates the requisite provisions of those two Acts. Observations.

Section 5. With respect to the proposed power to create preferential capital for new works, it is to be observed that the Company have not completed their original line.

Section 21. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

2. *Bishop's Castle Railway (Extensions to Craven Arms, &c.) Bill.*

THE objects of this Bill are to enable the Bishop's Castle Railway Company— Objects.

To raise additional sums of 40,000 *l.* by shares, and 13,000 *l.* by loan :

To make the following Railways, viz. :—

No. 1, length 41 chains, from the Company's authorised line to the Oswestry and Newtown line of the Cambrian Railways at the Montgomery Station.

No. 2, length 1 mile 1 chain, from the Company's authorised line at Wistanlow to the Knighton Railway at the Craven Arms Station.

No. 3, length 2 miles 36 chains, from the Company's authorised line at Wistanlow to the Wenlock Railway at Marsh Farm.

To run over the lines of the Cambrian Railways Company between the Montgomery Station and the junction therewith of the Manchester and Milford and the Mid-Wales Railways, near Llanidloes, and over their Machynlleth Branch; also over a portion of the Shrewsbury and Hereford Railway; and to use the Machynlleth and Craven Arms Stations :

To have traffic facilities, by through booking and otherwise, upon the lines of the London and North Western, the Great Western, the Knighton, the Central Wales, the Cambrian, the Mid-Wales, and the Manchester and Milford Railway Companies :

To enter into working and traffic arrangements with those seven companies.

Observations.

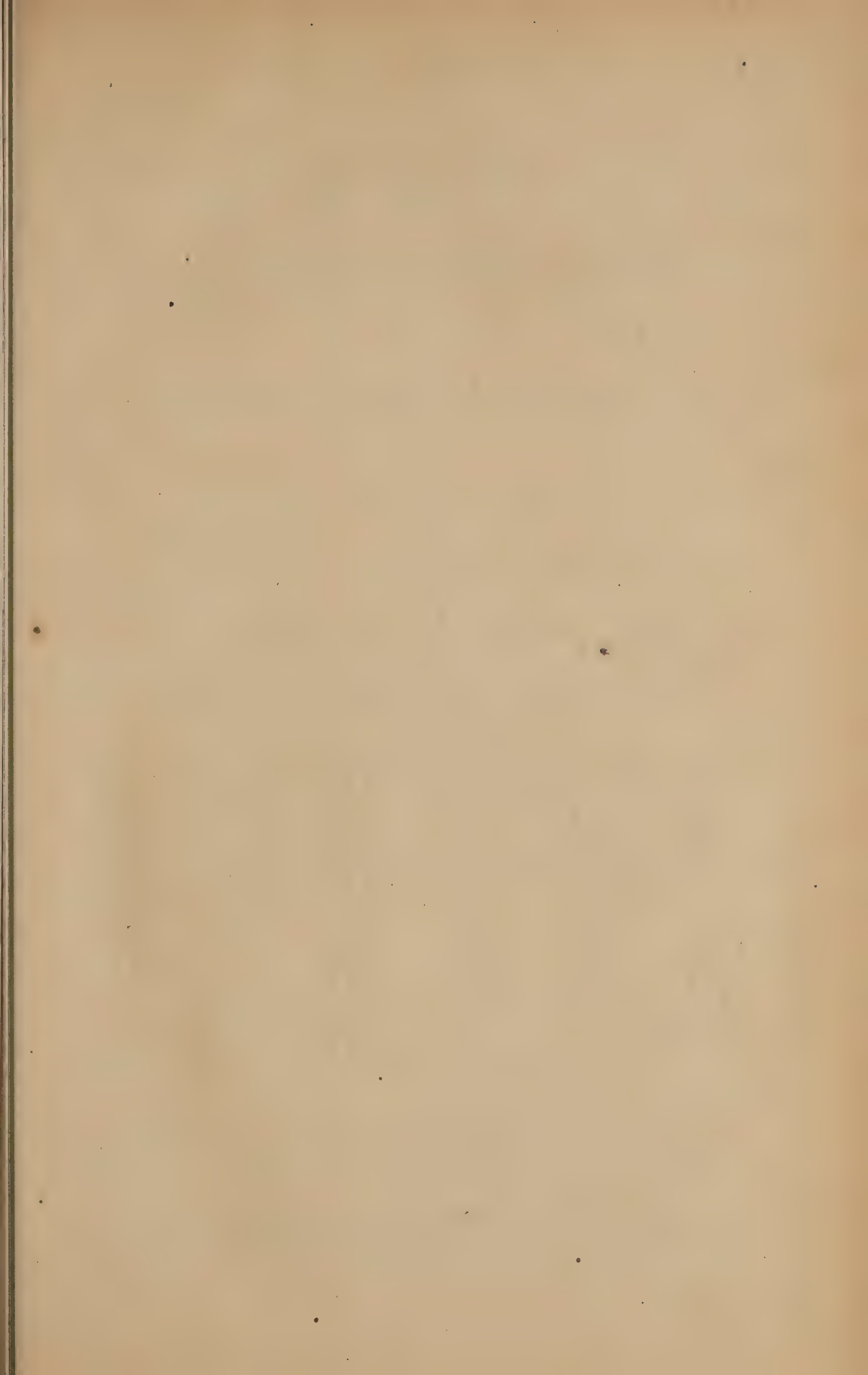
Section 2. The reference in this clause to "The Companies Clauses Consolidation Act, 1845," and to Parts I. and III. of "The Companies Clauses Act, 1863," would be properly omitted, being rendered unnecessary by Section 11 of this Bill, which incorporates the requisite provisions of those two Acts.

Section 5. With respect to the proposed power to create preferential capital for new works, it is to be observed that the Company have not completed their original line.

Section 21. Reference may be made to the observation on "Running Powers" in the General Report of the Board of Trade on the Railways, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

- [1. *Bishop's - Castle Railway (Chirbury to Minsterley) Bill.*]
[2. *Bishop's Castle Railway (Extensions to Craven Arms, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3-XXXV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Bristol and Exeter and Devon and Somerset Railways Bill.*
 2. *Bristol and Exeter Railway Bill.*
-

1. *Bristol and Exeter and Devon and Somerset Railways Bill.*

THE objects of this Bill are :—

To enable the Bristol and Exeter Railway Company to subscribe 100,000 *l.* Objects.
to the Devon and Somerset Railway Company's capital, and to raise that
amount by shares :

To confirm the Agreement between the two Companies set forth in the
Schedule to this Bill, providing for the working of the Devon and Somerset
Railway by the Bristol and Exeter Railway Company in perpetuity, subject to
decennial revision by the Board of Trade, and that whenever the Devon and
Somerset Railway Company are willing to dispose of their undertaking, the
Bristol and Exeter Railway Company shall have an option of acquiring it.

Section 16. It may deserve consideration whether the confirmation of this Observations.
Agreement should not be accompanied by provisions to the effect of Section 22,
reserving the rights of third parties, and of Section 27, relating to public notice
of revision by the Board of Trade, contained in Part III. relating to “ Working
Agreements ” of “ The Railways Clauses Act, 1863.”

It is to be observed that to confirm Article 51 of the Agreement may have the
effect of recognising to some extent a right in the Devon and Somerset Railway
Company to dispose of, and in the Bristol and Exeter Railway Company to ac-
quire, the undertaking of the former Company.

2. *Bristol and Exeter Railway Bill.*

THE objects of this Bill are to enable the Bristol and Exeter Railway Objects.
Company—

To raise further sums of 170,000 *l.* by shares, and 56,000 *l.* by loan :

To execute the powers given to the Somerset and Dorset Railway Company
by the Cheddar Valley and Yatton Railway Act, 1864, for the construction of a
Railway from Wells to the Bristol and Exeter Railway at Yatton, which is to
become part of the Company's undertaking, and to exercise those powers for an
extended time :

To make and use a broad gauge junction at Wells, between the East Somerset
and the authorised line of the Cheddar Valley Railway, over a portion of the
Somerset and Dorset Railway, and to use the station of that Railway at Wells :

To purchase certain lands described in Section 28 of the Bill, and to exercise for an extended time the powers for the purchase of lands authorised to be taken by this Company's Act of 1863 :

To contract for the purchase of a portion of the Bristol Cattle Market :

To lay narrow gauge rails on the Company's line between Highbridge and the Weston-super-Mare Junction.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Bristol and Exeter and Devon and Somerset
Railways Bill.*]

[2. *Bristol and Exeter Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Caledonian and Scottish Central Railway Companies Bill.

THE objects of this Bill are :—

Objects.

To effect an amalgamation of the Scottish Central Railway Company, which is to be dissolved, with the Caledonian Railway Company :

To reduce the capital and borrowing power of the Caledonian Railway Company, and to define the capital in shares and stock, and the debenture stock and debt, and unexercised money powers of the two Companies, and of the United Company :

To limit anew the tolls, fares, and maximum rates for the United Railways, and to limit the charges for single and double journeys between Edinburgh and Glasgow :

To provide facilities for certain traffic of the Monkland Railways Company, and to confirm an Agreement between that Company and the Caledonian Railway Company, scheduled in the Bill :

To enable the Glasgow and South Western Railway Company to run over and use in perpetuity the portion of the Company's line from Gretna to Carlisle, and to use the Citadel Station in Carlisle :

To enable the London and North Western and the Midland Railway Companies respectively, for the purpose only of conveying passenger or other traffic passing over the Lancaster and Carlisle Railway, to run over the United Railways, and to use its stations :

To enable the Company, for the purpose only of conveying traffic passing over the United Railways, to run over the Lancaster and Carlisle Railway, to and from Lancaster, Morecambe, Ingletton, and Windermere, and to use its stations :

To give traffic facilities and running powers to the East Coast Companies, viz. : the Great Northern, the North Eastern, and the North British Railway Companies, over the Scottish Central Railway :

To provide for the United Company and the Edinburgh and Glasgow Railway Company interchange of traffic facilities, and reciprocal running powers over the Edinburgh and Glasgow and the Scottish Central lines :

And to enable the United Company to enter into agreements with the several Railway Companies (36 in number) named in Section 84 of the Bill, and with the Forth and Clyde Navigation Company, for facilitating the interchange and conveyance of traffic.

Reference may be made to the observations on “ Amalgamation, Sale, and Lease ” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 23.

Section 29.—By the second division of this Clause, it is proposed to make “the interest for the time being on the united loan capital of the Company, secured on mortgage or bond, and of the interest or fixed dividends upon the debenture stock of the Company,” payable *pari passu*.

It is to be observed that, by the seventh Section of the Caledonian Railway (Plant and Station Accommodation) Act, 1855 (c. 96), which defines the powers of the Caledonian Railway Company with respect to the creation of debenture stock, it was provided that all mortgages and bonds then subsisting, and all renewals thereof, should, during their subsistence, have priority over the Company's debenture stock, and that in each subsequent Act giving to the Company an additional borrowing power, reservation has been made, in accordance with the practice of Parliament, of the priority of all mortgages and bonds subsisting at the time of the passing of such Act.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Caledonian and Scottish Central Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—XXXVII.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Caledonian Railway (Additional Powers) Bill.*
 2. *Caledonian Railway (Balerno and Penicuik Branches) Bill.*
 3. *Caledonian Railway (Barrhead and Paisley Branches, &c.) Bill.*
 4. *Caledonian Railway (Branch to Dumfries and Lockerby Railway) Bill.*
-

1. *Caledonian Railway (Additional Powers) Bill:*

THE objects of this Bill are to enable the Caledonian Railway Company— Objects.

To raise further sums of 285,000 *l.* by shares, and 95,000 *l.* by loan :

To make a Branch Railway or Tramway to the Victoria Quay at Greenock, and certain other Railways at Port Glasgow, Carlisle, and Luckenborn, in New Monkland, and in extension of the Company's Wilsontown Branch, which are described in section 15 of the Bill, of the aggregate length of 7 miles 37 chains :

To deviate certain roads, and substitute bridges for level crossings :

To improve the Company's stations at the Lothian Road, in Edinburgh, Buchanan Street, in Glasgow, Greenock, Port Glasgow, Paisley, Longbank, Gartsherrie, Gartcosh, Holytown, Coltbridge, and Carlisle.

Section 17 authorizes the Company to construct a tramway with one line of rails on the surface of certain streets to the Victoria Quay, at Greenock, and provides that “the Company shall be subject to and shall abide by all such regulations with regard to the passage of trains upon the said streets and quay as may from time to time be made by the Board of Trade.” Observations.

It seems to be a question whether the regulation of the proposed tramway with respect to the employment of locomotive engines thereon, and in other respects generally, might not be more usefully vested in some local authority than in the Board of Trade. Reference may be made to sections 24—34 of “The Bristol and North Somerset Railway Act, 1863,” (c. 168), and to section 62 of “The Dublin Trunk Connecting Railway Act, 1864” (c. 321), which contain provisions for the construction, maintenance, and use of tramways under the control of town authorities.

2. *Caledonian Railway (Balerno and Penicuik Branches) Bill.*

Objects.

THE objects of this Bill are to enable the Caledonian Railway Company :

To raise further sums of 335,000 *l.* by shares and 111,600 *l.* by loan ;

And to make the following Branch Railways from their Carlisle and Edinburgh Line, viz. :—

(No. 1.) Length 5 miles 8 chains, from near the Slateford Station to Balerno.

(No. 2.) Length 11 miles 34 chains, from near Gorgie Mills, in the parish of St. Cuthbert, to Penicuik.

No observation by the Board of Trade appears necessary.

3. *Caledonian Railway (Barrhead and Paisley Branches, &c.) Bill.*

Objects.

THE objects of this Bill are to enable the Caledonian Railway Company :

To raise further sums of 150,000 *l.* by shares and 50,000 *l.* by loan ;

To make three Branch Railways of an aggregate length of 7 miles 15 chains, in connection with the Glasgow and Paisley Joint Line and the Glasgow, Barrhead, and Neilston Direct Railway at and near Paisley, and to improve portions of the last-mentioned Railway at Barrhead, and of its Extension to Crofthead.

No observation by the Board of Trade appears necessary.

4. *Caledonian Railway (Branch to Dumfries and Lockerby Railway) Bill.*

Objects.

THE objects of this Bill are to enable the Caledonian Railway Company :

To raise further sums of 110,000 *l.* by shares and 36,600 *l.* by loan :

To make a Branch Railway, length 7 miles 1 chain, from their main line near Balmakeddar to the Dumfries, Lochmaben, and Lockerby Junction Railway at the Shielhill Station.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Caledonian Railway (Additional Powers) Bill.*]
 - [2. *Caledonian Railway (Balerno and Penicuik Branches) Bill.*]
 - [3. *Caledonian Railway (Barthead and Paisley Branches, &c.) Bill.*]
 - [4. *Caledonian Railway (Branch to Dunfermlie and Lockemy Railway) Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3--XXXVIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Caledonian Railway (Cleland and Mid-Calder Railway and Branches) Bill.*
 2. *Caledonian Railway (Corstorphine and Bangholm Junctions) Bill.*
 3. *Caledonian Railway (Glasgow South Side Railways, &c.) Bill.*
 4. *Caledonian Railway (Muirkirk and Glespin Branches) Bill.*
-

1. *Caledonian Railway (Cleland and Mid-Calder Railway and Branches) Bill.*

THE objects of this Bill are to enable the Caledonian Railway Company— Objects.

To raise further sums of 450,000 *l.* by shares and 150,000 *l.* by loan :

To make the several Railways described in section 16 of the Bill, of an aggregate length of 30 miles 73 chains, comprising a Railway, length 21 miles 6 chains, from the Company's Cleland Branch to their Carlisle and Edinburgh line, near Mid-Calder, and Branches to the mineral fields and works in that district.

The Bill limits the passenger fares which the Company may charge for single and double journeys between Edinburgh and Glasgow.

No observation by the Board of Trade appears necessary.

2. *Caledonian Railway (Corstorphine and Bangholm Junctions) Bill.*

THE objects of this Bill are to enable the Caledonian Railway Company— Objects.

To raise further sums of 60,000 *l.* by shares, and 20,000 *l.* by loan :

To make the “ Corstorphine Branch ” length two miles 40 chains, from near the Company's Slateford Station, on their Carlisle and Edinburgh line to the Edinburgh and Glasgow Railway, near and to the eastward of its Gogar station :

The “ Bangholm Junction,” length 30 chains, from the Company's Leith Branch, to the authorised line of the North British (Edinburgh, Dunfermline, and Perth) Railways, at Bangholm Cottage, in St. Cuthbert's :

To enter into traffic arrangements with the Edinburgh and Glasgow, and the North British Railway Companies.

It is further proposed by the Bill to repeal the restriction in the Caledonian Railway (Edinburgh Station and Branches) Act, 1847, on the Company's using
3—XXXIX. the

those Branches to the effect of passing to the stations, or over any portion of the Edinburgh and Glasgow Railway Company's line, between its Haymarket and North Bridge stations, without their consent.

Observations.

Sections 2 and 20. The proposed power to enter into arrangements with other Companies with respect to the use and traffic of the Railways mentioned in Section 20, appears to render necessary the incorporation with the Bill of Part III., relating to working agreements, of the Railways Clauses Act, 1863.

3. *Caledonian Railway (Glasgow South Side Railways, &c.) Bill.*

Objects.

THE objects of this Bill are to enable the Caledonian Railway Company :

To raise further sums of 350,000 *l.* by shares and 116,600 *l.* by loan :

To make nine several Railways, described in Section 18 of the Bill, of an aggregate length of 2 miles 77 chains, comprising Railways for connecting the Glasgow, Barrhead, and Neilston Direct Railway and the Company's General Terminus line, and their Gushetfauld Branch, with an authorised line of the City of Glasgow Union Railway Company, and Railways for connecting the same lines with a new station, which the Bill authorises the Company to make at Clydeterrace and Main-street of Gorbals, at Glasgow, together with a new street thereto ;

To relinquish the use of certain portions of existing Railways at or near Glasgow :

To establish a Provident Fund for the Company's officers and servants.

The Bill further provides that the City of Glasgow Union Railway Company and others using their line, may use certain of the Caledonian Railway Company's lines at Glasgow.

Observations.

Section 15. It may deserve consideration whether the Company should not be required, as appears to be the practice of Parliament, to exercise the proposed power to feu out ground on the sides of the new street, and to sell their remaining interest in such ground as "superfluous lands," within a definite period (usually 10 years) after the passing of the Bill.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :—

THE limits of deviation of Railway, No. 1, extend to the shore of the Clyde near Victoria Bridge.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." The Bill proposes to incorporate both of these enactments.

4. *Caledonian Railway (Muirkirk and Glespin Branches) Bill.*

Objects.

THE objects of this Bill are to enable the Caledonian Railway Company—

To raise further sums of 180,000 *l.* by shares, and 60,000 *l.* by loan :

To construct the following Branch Railways, viz. :

The "Muirhead Branch," length 12 miles 16 chains, from the termination of the Company's Douglas Branch, near Douglas, to the terminus of the Glasgow and South Western Railway Company's Muirkirk Branch, at Muirkirk ;

And the "Glespin Branch," length 3 miles 47 chains, from the former to Andershaw, in the parish of Douglas.

No observation by the Board of Trade appears to be necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Caledonian Railway (Cleland and Mid-Caledon Railway and Branches) Bill.*]
- [2. *Caledonian Railway (Corstorphine and Bangholm Junctions) Bill.*]
- [3. *Caledonian Railway (Glasgow South Side Railways, &c.) Bill.*]
- [4. *Caledonian Railway (Muirkirk and Glespin Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1864.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—XXXIX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Callander and Oban Railway Bill.

THE objects of this Bill are to incorporate “The Callander and Oban Railway Company” with a capital of 600,000 *l.* in 10 *l.* shares, and 200,000 *l.* by loan: and with powers,—

To make a Railway, length 70 miles 29 chains, from Oban, by the south side of Loch Etive, the north end of Loch Awe, Dalmally, Crianlarich, and Lochearnhead to the Dunblane, Doune, and Callander Railway at Callander; and a Tramway, length 38 chains, to the east side of the Harbour, at Oban:

To enter into working and traffic arrangements with the Scottish Central Railway Company.

The Bill authorizes the Scottish Central Railway Company to run over the Dunblane, Doune, and Callander Railway; to subscribe for 200,000 *l.* in the new undertaking, and to raise that sum by shares; and confirms an agreement (in the Schedule) for the working of the intended Railway and Tramway in perpetuity by the Scottish Central Railway Company.

Section 2. It is usual, and it seems desirable, to insert “expressly” before “provided” in the last line of page 4. Observations.

Section 37. The proposed exemption of the Tramway from the provisions contained in Section *five* of “The Railways Clauses Act, 1863,” would enable the Company to shunt trains across the streets in Oban specified in Section 35 of this Bill, and to leave trains standing across the streets. The expediency of such exemption seems questionable.

Sections 42, 43, and 44. The special grounds for the unusual powers in these clauses to increase gradients and diminish the radius of curves, and for the lengthened period of seven years for the completion of the Railway, will doubtless be inquired into by the Committee on this Bill.

Section 58 and Schedule, Article 6. This Agreement provides for the working of the new Railway by the Scottish Central Railway Company in perpetuity. It may deserve consideration whether the provision contained in Section 27 of “The Railways Clauses Act, 1863,” for the periodical revision of Working Agreements, in the interest of the public, should not be made applicable to this Agreement.

Section 60. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The limits of deviation of the Railway extend into Loch Etive at several points between Airds and Dunbeg. The Tramway runs along a portion of the quay of Oban Harbour, and terminates on the existing Pier.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation") of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments. But see above, under Section 2.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Callander and Oban Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

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1. *Carnarvon and Llanberis Railway Bill.*
 2. *Carnarvonshire Railway Bill.*
-

1. *Carnarvon and Llanberis Railway Bill.*

THE objects of this Bill are to enable the Carnarvon and Llanberis Railway Company:—

To raise further sums of 139,000 *l.* by 10 *l.* “Extension” shares, and 46,000 *l.* by loan :

To make the following Railways, as a separate undertaking, viz. :—

An Extension, length 1 mile 6 chains, from the Company’s authorised line near Llanbeblig to the Bangor and Carnarvon Railway at Carnarvon Station ; a Branch into the Bettws Garmon Valley, length 9 miles 57 chains, from the Company’s authorised length near Llanrug, to a point in the parish of Beddgelert :

To enter into agreements for the construction and working of the Railways with the Nantlle and the London and North-Western Railway Companies.

Sections 5–11. It appears to be a question whether the proposed Extension Railway of little more than one mile in length can be advantageously dealt with, and its accounts kept separately from the authorised line from Llanberis to Carnarvon, as is proposed in these clauses. It is to be observed that, though Section 9 provides that the new Railways shall, for financial purposes, form a separate undertaking, it is not stated in the Bill that sums borrowed on mortgage under the new borrowing power in Section 14 shall be charged only on such separate undertaking. Observations.

Section 26. With respect to the proposed power to contract with other Companies with respect to the “construction” of “the Railways,” it is to be observed that it is the practice of Parliament to leave the construction to the Company who are authorised to raise funds and acquire lands for the purpose.

It seems to be a question whether “the Railways” in Section 26 refers to the new Railways to be authorised by this Bill, or to the Company’s undertakings generally. This should perhaps be made clearer.

2. *Carnarvonshire Railway Bill.*

THE object of this Bill is to extend to 1867 the time for compulsory purchase, and from 1866 to 1868 the time for the construction of the line authorised by the Carnarvonshire Railway Company’s Act of 1862. Objects.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Carnarvon and Llanberis Railway Bill.*]

[2. *Carnarvonshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

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Central Wales and Staffordshire Junction Railway Bill.

THE objects of this Bill are to incorporate the “Central Wales and Staffordshire Junction Railway Company,” with a capital of 600,000 *l.* by shares, and 200,000 *l.* by loans; and with powers— Objects.

To make the several Railways described in section 23 of the Bill, of an aggregate length of 52 miles 79 chains, and having junctions with the Knighton Railway near the Craven Arms Station; with the Shrewsbury and Birmingham, the Kingswinford, and the West Midland lines of the Great Western Railway, &c., near Wolverhampton, Kingswinford, and Dudley respectively; with the authorised line of the Wenlock Railway, near Much Wenlock; and with the authorised line of the Cannock Chase and Wolverhampton Railway, and the Grand Junction line of the London and North Western Railway, near Wolverhampton:

To run over short portions of the Great Western and the London and North Western Railways at Wolverhampton, and to use the Low Level and High Level Stations there:

To run over parts of the Kingswinford Branch, and of the West Midland Section of the Great Western Railway, and to use its stations at Stourbridge, Dudley, and Netherton:

To enter into working and traffic arrangements with the London and North Western, the Great Western, the South Staffordshire, the Central Wales, the Central Wales Extension, the Knighton, the Bishop's Castle, the Wenlock, and the Cannock Chase and Wolverhampton Railway Companies.

The Bill provides for the interchange of traffic facilities by through booking and carriages, and otherwise between the intended Railways and the lines of the above-mentioned nine Companies.

Section 39. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Central Wales and Staffordshire Junction
Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Chester and West Cheshire Junction Railway Bill.

THE objects of this Bill are to incorporate “ The Chester and West Cheshire Objects.
Junction Railway Company,” and to enable them—

To raise 150,000 *l.* by shares and 50,000 *l.* by loan :

To make railways, of an aggregate length of 7 miles 49 chains, from a
junction with the West Cheshire Railway at Mouldsworth to Chester, with
a branch at Mickle Trafford, length 32 chains, to the Warrington and Chester
Branch of the Birkenhead Railway ; and an approach road in the parish of St.
Oswald, Chester :

To run over the Warrington and Chester Branch of the Birkenhead Railway
from Mickle Trafford to Chester, and to use the stations thereon, and the
joint station at Chester ; and to run over the West Cheshire Railway from
Mouldsworth to Northwich, including the Winsford and Winnington Branches :

To have traffic facilities by through booking, &c. from the London and
North Western, the Great Western, the Birkenhead and the West Cheshire
Railway Companies :

To enter into working and traffic arrangements with the West Cheshire
and the Birkenhead Railway Companies and their respective lessees, and with
the Manchester, Sheffield and Lincolnshire and the Great Northern Railway
Companies.

Section 35. Reference may be made to the observations on “ Running Observations.
Powers” in the General Report of the Board of Trade on the Railway, &c. Bills
of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Chester and West Cheshire Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a Report upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Chichester and Midhurst Railway Bill.

The objects of this Bill are —

Objects.

To enable the Chichester and Midhurst Railway Company, incorporated in
1864:

To raise further sums of 180,000 *l.* by shares, and 60,000 *l.* by loan :

To make the following Railways, viz. :

(No. 1). Length 9 miles 40 chains, from the Company's authorised
line at Midhurst to a junction with the Direct Portsmouth line of the London
and South Western Railway at Haslemere ;

(No. 2). Length 27 chains, from No. 1 to the Midhurst Branch of the
London and South Western Railway at Midhurst Common :

To enter into working and traffic arrangements with the London, Brighton,
and South Coast, and the London and South Western Railway Companies, or
either of them.

Sect. 5. With respect to the proposed power to create preferential capital for
the new works, it is to be observed that the Company have not opened their
original line. Observations.

Sect. 18. Reference may be made to the observations on “Dimensions of
Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills
of this Session, page 25.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Chichester and Midhurst Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Clitheroe and West Riding Junction Railway Bill.

THE objects of this Bill are to incorporate “ The Clitheroe and West Riding Junction Railway Company,” with a capital of 150,000 *l.* in 10 *l.* shares, and 50,000 *l.* by loan; and with powers—

To make the following Railways, viz.:—

No. 1. Length 10 miles 77 chains, from the Ribblesdale Railway, near the Chatburne station of the Lancashire and Yorkshire Railway, to the Leeds and Bradford Extension Line of the Midland Railway, at Elslack;

No. 2. A Branch, length 48 chains, to the Blackburn and Clitheroe Line of the Lancashire and Yorkshire Railway, at Chatburne:

To run over the Blackburn and Clitheroe Line of the Lancashire and Yorkshire Railway between Clitheroe and Chatburne Station; over the Ribblesdale Railway, between the intended junction and Chatburne Station; and over the Leeds and Bradford Extension of the Midland Railway, between the intended junction and Skipton Station; and to use the stations on those portions of Railways:

To enter into working and traffic arrangements with the Midland, the Lancashire and Yorkshire, and the Ribblesdale Railway Companies, or any of them.

Section 25. Reference may be made to the observations on “ Dimensions of Bridges ” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25. Observations.

Section 37. See the observations on “ Running Powers ” in the above-mentioned General Report, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

*[Clitheroe and West Riding Junction Railway
Bill.]*

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Colne Valley and Halstead Railway Bill.

THE objects of this Bill are to enable the Colne Valley and Halstead Railway Objects.
Company—

To run over and have station services on the following portions of the Great
Eastern Railway, viz. :

The Clare and Shelford line, from the junction of the Colne Valley and
Halstead line, near Haverhill, to the Cambridge line at Shelford.

The Cambridge line, between Shelford and Cambridge ;

The lines between the junction at Chapple and the town of Harwich,
and to use the stations thereon, including those at Cambridge and
Harwich ;

To interchange traffic facilities with the Great Eastern Railway Company ;

To enter into working and traffic arrangements with the Great Eastern, the
Great Northern, and the London and North Western Railway Companies ;

And to raise further sums of 40,000 *l.* by shares, and 13,300 *l.* by loan.

Section 2. Reference may be made to the observations on “ Running Observations.
Powers,” in the General Report of the Board of Trade on the Railway, &c.
Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Colne Valley and Halstead Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Corwen and Bala and Bala and Dolgelly Railways Bill.

By this Bill it is proposed to authorise—

Objects.

The Corwen and Bala Railway Company to make a Railway, length 2 miles 3 chains, from a point in their authorised line to a point in the authorised line of the Bala and Dolgelly Railway Company, near Bala :

The two Companies to abandon the construction of the terminal portions of their authorised lines between those two points, and to contract with respect to the construction and use of a joint Station at Bala.

Sections 9 and 16. With respect to the proposed period of *four* years, terminating in 1869, for the completion of the new terminal portion of the Company's line at Bala, it is to be observed that by the Corwen and Bala Railway Act, 1862, the Company are required under a penalty to complete their line to Bala by the year 1867 ; and it seems to be desirable that it should appear more distinctly in Section 16 of this Bill whether the time for completion, referred to in the 72d Section of the Act of 1862, is now intended to terminate in 1867 or 1869. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Correen and Bala and Bala and Dolgelly
Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Deal and Dover Railway Bill.

THE objects of this Bill are to incorporate the “ Deal and Dover Railway Objects, Company,” with a capital of 150,000*l.* in 10*l.* shares, and 50,000*l.* by loan, and with powers—

To make the following Railways, viz. :—

(Nos. 1 and 2), lengths 8 miles 39 chains, and 34 chains, from a double junction with the main line of the London, Chatham, and Dover Railway at Buckland to Deal, near the South Eastern Railway station :

(No. 3), length 54 chains, from (No. 1), to the Minster and Deal Branch of the South Eastern Railway, in Deal :

To enter into working and traffic arrangements with the London, Chatham, and Dover and South Eastern Railway Companies.

The Bill provides that the London, Chatham, and Dover Railway Company shall abandon the construction of the Extension Railway to Deal, authorised by their Act of 1862.

Section 25. With respect to the proposed abandonment by the London, Chatham, and Dover Railway Company in 1865 of the “ Deal Extensions,” for which they obtained powers in 1862, it is to be observed that that Company were authorised by the Act of 1862 to raise, for the purpose of the “ Deal Extensions,” sums of 150,000 *l.* by shares, and 50,000 *l.* by mortgage; and that this Bill does not provide for the reduction of their authorised capital as regards those sums, or direct any new application of those sums, if they may be raised, notwithstanding the abandonment of the purpose for which they were authorised. Observations

Sections 35 and 38. With respect to the proposed “ short distance” of *six* miles, it is to be observed that the total length of the proposed railways does not exceed 10 miles.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Deal and Dover Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and
TIDAL WATERS, of this Session.”

Devon and Somerset Railway (Extensions) Bill.

THE objects of this Bill are to enable the Devon and Somerset Railway Com- Objects.
pany—

To raise further sums of 30,000 *l.* by shares and 10,000 *l.* by loan :

To make the several Railways specified in Section No. 18 of the Bill, of the
aggregate length of 1 mile 48 chains, to connect the Company's authorised line
near Barnstaple with the North Devon line of the London and South Western
Railway, and with the authorised line of the Ilfracombe Railway.

Sections 2 and 4. With respect to the proposed power to raise further capital, Observations.
it would seem to be proper that Part II., relating to additional capital, of “ The
Companies Clauses Act, 1863,” should be expressly incorporated with this Bill.

Section 6. With respect to the proposed power to create preferential capital
for new works, it is to be observed that the Company have not opened their
original line.

Section 17. After “ subject to the provisions of this Act,” should be inserted,
“ and of the Acts and parts of Acts incorporated herewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instance, viz. : Railway No. 1 crosses the River Taw, near Chanter's Green, by
a bridge of four arches, each of 60 feet span and 20 feet height.

Such interference renders necessary the incorporation in the Bill of “ The Rail-
ways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive
(“ Protection to Navigation ”), of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. A reference to the
incorporated Acts and parts of Acts is desirable in Section 17 of this Bill, as
above suggested.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

*[Devon and Somerset Railway (Extensions)
Bill.]*

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Devon and Somerset Railway (Ilfracombe Railway) Bill.

By this Bill it is proposed to give effect to certain provisions in the Ilfracombe Railway Act 1864, for constituting in the present Session the Devon and Somerset and the London and South Western Railway Companies joint and equal owners of the undertaking of the Ilfracombe Railway Company; and for that purpose to enable each of those two Companies—

Objects.

To appoint three of six directors for exercising the powers of the Ilfracombe Railway Company:

To raise sums of 105,000 *l.* by shares, and 35,000 *l.* by loans, being one half of the authorised share and loan capitals of the Ilfracombe Railway Company.

The Bill also requires the Ilfracombe Railway Company to abandon the construction of a portion of their authorised Railway between Barnstaple and its intended junction with the North Devon Railway, in the parish of Bishops Taunton; and requires that the remainder of the authorised line of the Ilfracombe Railway be constructed on the mixed gauge, so as to be worked continuously with the Devon and Somerset and the North Devon lines respectively.

The Ilfracombe Railway Company is to be authorised to enter into arrangements with each of the Devon and Somerset and the London and South Western Railway Companies, with respect to the making, working, using, and traffic of their several Railways.

The scheme of this Bill appears to be that an Ilfracombe Railway Company shall continue to subsist; that its six directors shall be nominated by the Devon and Somerset and the South Western Companies (sections 7 & 21); that the authorised share capital of the Ilfracombe Company shall be taken by the other two Companies (section 23); and that their respective contributions may be raised by the creation of new shares in their own capitals (sections 31 and 32). At the same time, it seems to be proposed (section 35) that each of the two Companies shall create separate mortgages for the purposes of the Ilfracombe Railway; but whether on their own existing Undertakings or on the Ilfracombe Railway Undertaking does not distinctly appear. It would seem to be the more usual course in such cases to provide that the mortgages shall be of that Undertaking on which the money thereby raised is to be expended, which, in this case, would be the Ilfracombe Railway; and that they should be granted in the name of the Ilfracombe Railway Company.

Observations.

Sections 37 and 41. It is proposed that the construction of the only junction with the Devon and Somerset line, which is at present authorised, shall be abandoned. It does not appear, therefore, in this Bill, how the broad gauge connection with the Devon and Somerset line, contemplated in section 41, can be effected.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Devon and Somerset Railway (Ilfracombe
Railway) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Douglas and Dolphinton Railway Bill.

THE objects of this Bill are to incorporate “ The Douglas and Dolphinton Objects.
Railway Company,” with a capital of 170,000 *l.* in 10 *l.* shares, and 56,660 *l.*
by loan, and with powers—

To make the following Railways, viz. :—

(Nos. 1 and 2). Lengths 20 miles 11 chains, and 33 chains, from a
double junction with the Douglas Branch of the Caledonian Railway, near
its Happendon Station, to the Leadburn, Linton, and Dolphinton Railway,
at its Dolphinton Station ;

(No. 3.) A branch, length 29 chains, to the Caledonian Railway, near
its Thankerton Station.

The Bill confirms an agreement (in the Schedule) for the working of the
intended Railways by the North British Railway Company, in perpetuity, but
subject to decennial revision; and it authorises the North British Railway
Company to subscribe any sum they think fit to the new undertaking, and to
raise the amount by shares.

Section 31. The weight of luggage usually allowed to first class is 120 lbs., Observations.
not 112 lbs. only.

Section 37. In order the better to give effect to the provision in the 10th
article of the agreement (in the Schedule), that the agreement shall be subject
to decennial revision by the Board of Trade, it might be proper to declare the
agreement to be subject to the provisions in the 27th section of the “ Railways
Clauses Act, 1863,” for public notice of any intended revision, and for modi-
fication of the agreement for the protection of the interests of the public.

Sections 38 and 39. With respect to the proposed power to the North
British Railway Company to subscribe such sums “ as they think fit,” it is
to be observed that the practice of Parliament seems to require that the
Bill should specify the maximum sum which the North British Railway Com-
pany may subscribe, and for which they may create new capital in their own
undertaking.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Douglas and Dolphin-ton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Dover, Deal, and Sandwich Railway Bill.

THE objects of this Bill are to incorporate the Dover, Deal, and Sandwich Railway Company, with a capital of 110,000*l.* in 10*l.* shares, and 36,600*l.* by loan, and with powers to make the following Railways :—

(No 1), length 9 miles 23 chains, from the London, Chatham, and Dover Railway, near its Shepherdswell station, to a point adjoining the South Eastern station at Deal :

(No. 2), length 2 miles 48 chains, from (No. 1), at Eastry, to a junction with the South Eastern Railway at its Sandwich station ;

(No. 3), length 62 chains (wholly in the parish of St. Clement's), from (No. 2) to the western bank of the River Stour, near the Gas Works in Sandwich :

To enter into working and traffic arrangements with the London, Chatham, and Dover, and the South Eastern Railway Companies.

The Bill also authorises the London, Chatham, and Dover Railway Company to abandon the construction of the Railways to Deal, and to the Minster and Deal Branch of the South Eastern Railway, authorised by their “ Deal Extension Act, 1862.”

Section 15. The exercise of the borrowing power is not made subject to the usual condition of previous payment of one-fifth of the amount of every share. Observations.

Section 16. After “ Acts,” in the second line, should be inserted, “ and parts of Acts.”

Section 35. If the proposed abandonment by the London, Chatham, and Dover Railway Company of their Deal Extensions authorised in 1862 be sanctioned, it might be proper to add to this Bill a provision to the effect that the money powers granted to that Company by their “ Deal Extension Act, 1862,” shall not be exercised.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Dover, Deal, and Sandwich Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Dunblane, Doune and Callander, and Scottish Central Railway Companies Bill.

THE object of this Bill is to provide for an amalgamation, as on 1st August 1865, of the Dunblane, Doune and Callander Railway Company (which is to be dissolved), with the Scottish Central Railway Company; the 15,000 *l.* 5 per cent. preference capital of the dissolved Company to become new 5 per cent. preference stock of like amount, and the 44,160 *l.* ordinary stock of the dissolved Company (less 13,400 *l.* of that stock held by the Scottish Central Railway Company) to become, in the ratio of four to three, 23,070 *l.* New Ordinary Stock, in the capital of the Scottish Central Railway Company. Objects.

The Bill assimilates the tolls and charges on the Dunblane, Doune and Callander Railway, except those for small parcels and single articles of great weight, to the tolls and charges authorised by the Scottish Central Railway Consolidation Act, 1859, and requires the running of three passenger trains every weekday each way over that Railway.

Reference may be made to the observations on “Amalgamation, Sale, and Lease,” in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, page 23. Observation.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Dunblane, Doune and Callander, and Scottish
Central Railway Companies Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

East and West Junction Railway Bill.

THE objects of this Bill are to enable the East and West Junction Railway Objects.
Company, incorporated in 1864—

To raise further sums of 350,000 *l.* by shares, and 116,000 *l.* by loan :

To make a Railway, No. 1, length 26 miles 24 chains, from a junction with the authorised line of the Northampton and Banbury Junction Railway at Blisworth, to a junction with the Midland Railway at its Bedford Station : with Branches, of an aggregate length of 1 mile 33 chains, of which two will connect No. 1 with the Northampton and Market Harborough line of the London and North Western Railway, near Northampton, and with the Northampton and Peterborough line of the same Railway at Great Houghton.

Section 2. Part II., relating to additional capital, of “The Companies Clauses Observations Act, 1863,” would be properly incorporated with this Bill.

Section 6. With respect to the proposed power to create preferential capital for the new works, it is to be observed that the Company have not completed their original line.

Board of Trade.
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*East and West Junction Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

East and West Yorkshire Union Railway Bill.

THE objects of this Bill are to incorporate “the East and West Yorkshire Union Railway Company,” with a capital of 500,000 *l.*, in 10 *l.* shares, and 166,000 *l.* by loan ; and to empower them—

To make the several Railways described in section 23 of the Bill, of an aggregate length of 51 miles 50 chains, commencing from a double junction with the Lancaster and Carlisle and Ingleton Line of the London and North Western Railway, near Sedbergh, passing by and having two junctions with the Bedale and Leyburn Branch of the North Eastern Railway, near Leyburn, and terminating by a double junction with the Leeds and Thirsk Line of the North Eastern Railway, near Melmerby Station :

To interchange traffic facilities, and to enter into working and traffic arrangements with the North Western (?) and the North Eastern Railway Companies.

The Bill further authorises the North Eastern Railway Company to subscribe for 250,000 *l.* in the new undertaking, and to raise that amount by shares.

Section 26. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade, on Railway, &c. Bills of this Session, page 25. Observations.

Section 39. By the “North Western Company,” mentioned in this and the following clause, is probably meant, not the North Western Railway Company, but the London and North Western Railway Company. This seems to require explanation in the Bill.

Section 45. There does not appear to be in this Bill any power to the North Eastern Railway Company to create any preference or guarantee to which this clause can have reference.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*East and West Yorkshire Union Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 :

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Ebbw Valley and Cardiff Junction Railway Bill.

THE objects of this Bill are to incorporate “ The Ebbw Valley and Cardiff Junction Railways Company,” with a capital of 144,000 *l.* in 100 *l.* shares, and 48,000 *l.* by loan, and to empower them—

To purchase, by agreement, the “ Abercarne Railway” (Lord Llanover’s Tramroad), and to raise by shares any sum requisite for such purchase :

To make the several Railways described in Section 26 of the Bill, of the aggregate length of 5 miles 16 chains, in the parishes of Mynyddysllwyn and Machen, in the county of Monmouth, to be in connection with the Abercarne Railway ; with the Old Rumney Railway of the Brecon and Merthyr Tydfil Junction Railway Company ; with the Sirhowy Railway ; and with the Western Valleys line, and the line from Risca to Nine-Mile Point of the Monmouthshire Railway :

To run over and use portions of the Monmouthshire, the Brecon and Merthyr Tydfil Junction, the Rhymney and the Abercarne Railways :

To enter into working and traffic arrangements with the Companies, or others owning or working those Railways, and with the Sirhowy Railway Company.

Sections 14 and 24. It appears to be a question whether the indeterminate amount of the new Company’s capital in respect of the addition which may be made for the purchase of the Abercarne Railway, would be in accordance with the practice of Parliament strictly to define the money powers of Railway Companies. Observations.

Section 24. The express declaration in this clause that the Lands Clauses Acts shall apply to the Abercarne Railway, may give rise to doubt, if the Bill be not more explicit on the point, whether those of the provisions of “ The Railways Clauses Consolidation Act, 1845,” which would be properly extended to that Railway, will be applicable thereto—viz., Sections 63 and 66 (as to screens for public carriage roads) ; Section 76 (as to Branch Railways) ; Sections 77 to 85 (as to mines), Sections 86 to 107 (as to carrying of passengers and goods, and to tolls) ; Sections 108 to 111 (as to bye-laws), &c.

Section 25. After “ subject to the provisions of this Act” should be inserted, “ and of the Acts or parts of Acts incorporated herewith.”

Section 41. Reference may be made to the observations on “ Running Powers” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Ebbw Valley and Cardiff Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Edgware, Highgate, and London Railway Bill.

THE objects of this Bill are to enable the Edgware, Highgate, and London Railway Company—

To make two short Junction Railways, of an aggregate length of 1 mile 68 chains, from their authorised line to the Tottenham and Hampstead Junction Railway:

To raise further sums of 105,000 *l.* by shares, and 35,000 *l.* by loan:

And to enter into working and traffic arrangements with the Great Northern, the Tottenham and Hampstead Junction, and the Great Eastern Railway Companies.

The Great Northern Railway Company are to be enabled to subscribe any sum which they think fit to the Undertakings authorised by the Bill.

Section 13. The Bill does not limit, as appears to be required by the practice of Parliament, the amount which the Great Northern Railway Company may subscribe to the Undertakings authorised by the Bill. Observations.

Section 14. The issue and vesting of the new shares to be created by the Great Northern Railway Company is not made subject to the usual condition of payment of one-fifth part of the amount of each share issued.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Edgware, Highgate, and London Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Melner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Ely, Haddenham, and Sutton Railway Bill.*
 2. *Enniskillen, Bundoran, and Sligo Railway Bill.*
-

1. *Ely, Haddenham, and Sutton Railway Bill.*

THE objects of this Bill are to enable the Ely, Haddenham, and Sutton Railway Company to—

To raise further sums of 66,000 *l.* by shares, and 22,000 *l.* by loan :

To make the following Railways, viz. :—

Nos. 1 and 2 of an aggregate length of 9 miles 75 chains from the Company's authorized line at Sutton, by Earith Bridge, to a junction with the Great Eastern Railway at the St. Ives Station :

To run over a portion of the Great Eastern Railway between Saint Ives and the Great Northern and the Kettering, Thrapstone, and Huntingdon Railways, at Huntingdon :

To have traffic facilities by through rates and carriages on the lines of the Great Eastern, the Great Northern, and the Kettering, Thrapstone, and Huntingdon Railway Companies :

And to enter into working and traffic arrangements with those Companies.

The Bill changes the name of the Company to “The Ely and Saint Ives Railway Company.”

Section 24. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 24. Observation.

2. Enniskillen, Bundoran, and Sligo Railway Bill.

Objects.

THE objects of this Bill are :—

To extend the time for compulsory purchase of land and for construction with respect to the Extension Railway from Bundoran to Sligo, authorized by the Enniskillen, Bundoran and Sligo Railway Company's Act of 1862 :

To enable the Company to raise further sums of 100,000 *l.* by shares, and 33,300 *l.* by loan : to issue 6 per cent. preference shares in respect of their new capital, and also in respect of cancelled shares in their authorized capital : and to create 5 per cent. debenture stock.

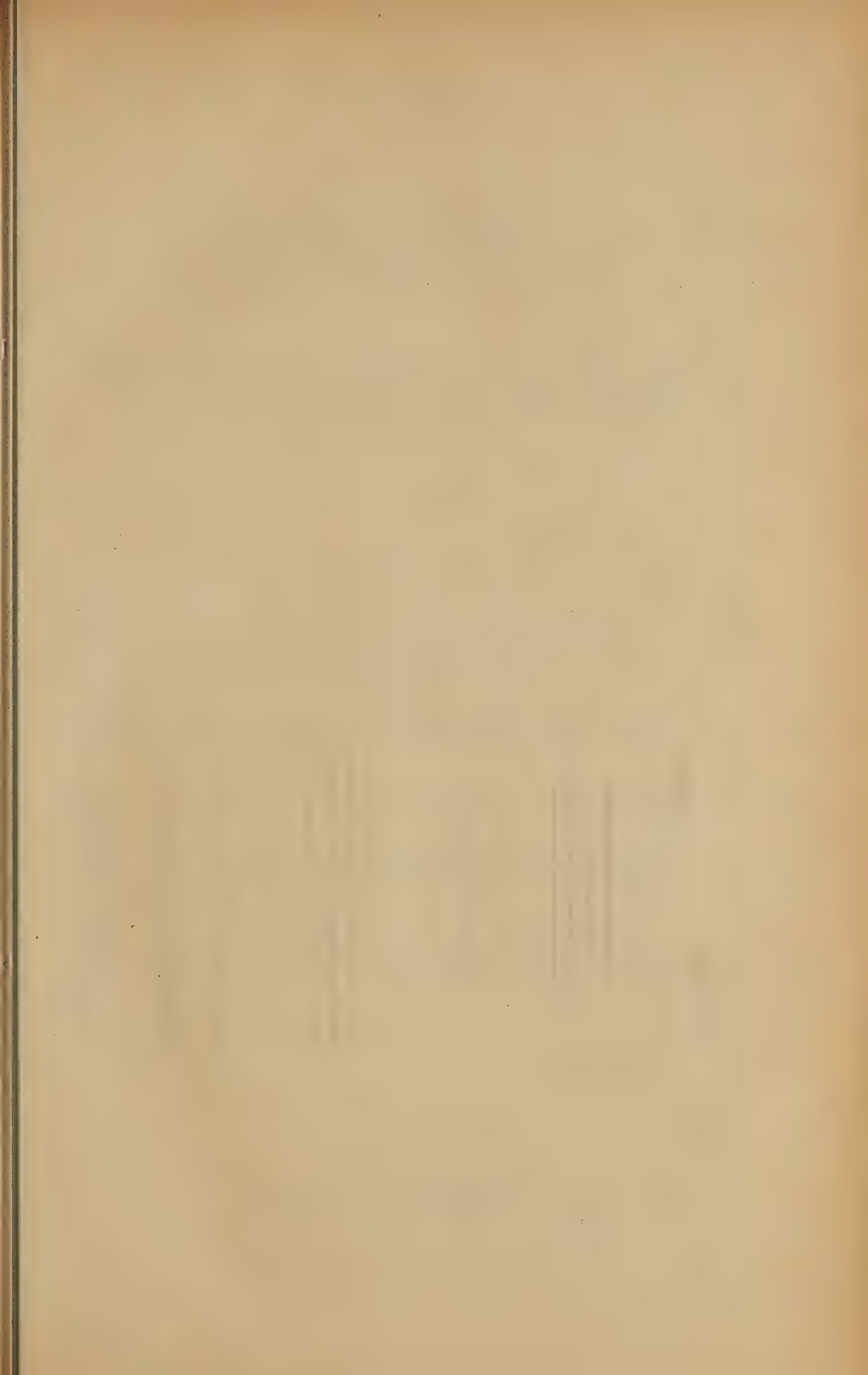
Observations.

Section 10. With respect to the proposed power to create preferential capital, which this clause would make applicable as well to the Extension Railway authorized in 1862, as to the original line authorized in 1861, it is to be observed that the Company have not opened their original line.

Section 12. If the Company be authorized to create preference shares, in lieu of cancelled or surrendered shares in their authorized capital, it would be in accordance with the practice of Parliament to set forth in the Bill the present state of the Company's share capital, issued and unissued, paid and unpaid ; and to limit the greatest amount of preference capital which may be created.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[1. *Ely, Haddenham, and Sutton Railway Bill.*]

[2. *Enniskillen, Bundoran, and Sligo Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—LVIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Esk Valley Railway Bill.

THE objects of this Bill are to enable the Esk Valley Railway Company— Objects.

To raise further sums of 81,000 *l.* by shares, and 27,000 *l.* by loan :

To make an Extension Railway, length 7 miles 49 chains, from the Company's authorised line at Lasswade to Pennycuik :

To exercise with respect to the new line, the existing power to enter into working and traffic arrangements with the North British Railway Company with respect to the authorised line.

Section 5. With respect to the proposed power to create preference capital for the Extension Railway, it is to be observed that the Company have not completed their original line. Observations.

Section 8. The exercise of the new borrowing power is not made subject to the usual condition that one-fifth of the amount of every new share shall have been previously paid up.

Section 17. The number of lines of rail at the level crossing is not limited.

Section 18. Reference may be made to the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Esk Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

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the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Exe Valley Railway Bill.

THE objects of this Bill are to incorporate the “ Exe Valley Railway Com- Objects.
pany,” with a capital of 100,000 *l.* by shares, and 33,000 *l.* by loan, and to
empower them—

To make a Railway, length 10 miles 76 chains, from a junction with the
Exeter and Crediton Railway at Newton Saint Cyres to Tiverton :

And to enter into arrangements with the London and South Western, the
Exeter and Crediton, and the Bristol and Exeter Railway Companies, with
respect to the construction, working and traffic of the intended Railway.

Sections 16 and 18. It appears to be a question whether the condition in Observations.
section 16, that a “ share ” shall not be issued till one-fifth be paid up,
would be applicable to the creation and issue of half shares under section 18.

Section 34. As it is proposed that the intended Railway shall have a junction
with the Exeter and Crediton Railway, and at the same time may be worked by
the London and South Western Railway Company, or by the Bristol and Exeter
Railway, it may be desirable that the Bill should state its intended gauge.

Section 49. With respect to the proposed power to contract with respect to
the *construction* of the new Railway, it is to be observed that it is the practice
of Parliament to leave the construction of a Railway with the Company who
obtain powers to take lands and raise money for that purpose.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Erie Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Hadlow Railway Bill.

THE objects of this Bill are to enable the Hadlow Railway Company—

To raise further sums of 80,000 *l.* by shares and 26,000 *l.* by loan :

Objects.

To make the following Railways, viz. :—

(No. 1), length 3 miles 33 chains, from a junction with the South Eastern Railway at Tunbridge to the authorized line of the Hadlow Railway at Hadlow :

(No. 2), length 4 miles 4 chains, from (No. 1), in the parish of Hadlow, to the Paddock Wood and Maidstone Branch of the South Eastern Railway, in the parish of Nettlestead :

To enter into working and traffic arrangements with the South Eastern and the London, Chatham and Dover Railway Companies :

To run over the portion of the main line of the South Eastern Railway between the junction with (No. 1) Railway and the New Tunbridge Station, and the portion of the Paddock Wood and Maidstone Branch between the junction of (No. 2) Railway and the Maidstone Station ; and to use the Tunbridge, Wateringbury, East Farleigh and Maidstone Stations of the South Eastern Railway :

To have traffic facilities, by through booking and otherwise, on the several lines of the South Eastern and the London, Chatham and Dover Railway Companies.

Section 5. With respect to the proposed power to create new shares *with a preference* for the purposes of the new Railways, it is to be observed that the Company have not opened their original line. Observations.

Section 16. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 25.

Section 25. Reference may be made to the observations on “Running Powers,” in the above-mentioned General Report, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Hallow Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Halesowen and Bromsgrove Branch Railways Bill.

THE objects of this Bill are, to incorporate “ The Halesowen and Bromsgrove Branch Railways Company,” with a capital of 120,000 *l.* in 10 *l.* shares, and 40,000 *l.* by loans, and to empower them—

To make Railways (No. 1), length 5 miles 42 chains, from a junction with the Midland Railway at King’s Norton to Halesowen; (Nos. 2 and 3), of a joint length of 36 chains, Branches at Halesowen to the authorised Netherton and Halesowen Branch of the West Midland section of the Great Western Railway, and to the Hawn Colliery Tramway; and (No. 4), length 1 mile 17 chains, from a junction with the Birmingham and Bristol Line of the Midland Railway at Bromsgrove Station, to Bromsgrove:

To enter into working and traffic arrangements with the Great Western Railway Company with respect to their authorised Netherton and Halesowen Branch, and with the Midland and Great Western Railway Companies with respect to the intended new Branch Railways:

To have reciprocal traffic facilities with those two Companies, by through booking and carriages, and otherwise:

To run over the portion of the Midland Railway between the Stoke Works’ Stations and the intended junction at King’s Norton:

Section 42. Reference may be made to the observations on “ Running Powers,” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 24. Observation.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Halesowen and Bromsgrove Branch Railways
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

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Hexham and Allendale Railway Bill.

THE objects of this Bill are to incorporate the “Hexham and Allendale Railway Company,” with a capital of 120,000 *l.*, in 10 *l.* shares, and 40,000 *l.* by loan, and with powers— Objects.

To make the following Railways, viz.:

(No. 1.) Length, 12 miles 7 chains, from a junction with the Newcastle and Carlisle Section of the North Eastern Railway, in the parish of Hexham, to Allendale;

(No. 2.) Length, 7 miles, from (No. 1), at Allendale, to the village of Allenheads;

To enter into working and traffic arrangements with the North Eastern Railway Company.

The North Eastern Railway Company are to be enabled to subscribe 10,000 *l.* to this Undertaking, and to raise, for the purposes of the Bill, 10,000 *l.* by shares, and 3,333 *l.* by loan.

The Bill also authorises the Commissioners of Greenwich Hospital to subscribe to the Undertaking, pursuant to the “Land Improvement Act, 1864.”

Section 29 limits the subscription of the North Eastern Railway Company to 10,000 *l.*; at the same time they are to be authorised to raise 10,000 *l.* by shares (Sections 23 and 25), and 3,333 *l.* by loan (Section 32.) The practice of Parliament does not appear to admit of a Company raising, by mortgage of their own Undertaking, money to be expended by way of subscription upon another Undertaking. Observations.

Section 40. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade, on Railway, &c. Bills of this Session, page 25.

Section 42. The period of *seven* years, proposed to be allowed for the completion of the intended Railways, which will be less than 20 miles in length, exceeds the usual term.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Herham and Allendale Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE ON
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Hoylake Railway Bill.

THE objects of this Bill are to enable the Hoylake Railway Company— Objects.

To raise further sums of 90,000 *l.* by shares, and 30,000 *l.* by loan :

To take additional lands in Wallasey, Bidston, and Birkenhead :

To make the several Railways described in Section 19 of the Bill, of the aggregate length of 4 miles 68 chains, comprising an Extension to a point near the Assembly Rooms at New Brighton, and three Junction Branches.

Section 5 appears to authorise the Company to issue preference shares in lieu of cancelled shares, not only in their existing capital, but also in the additional capital to be authorised by this Bill. With respect to attaching a preference to the additional capital, it is to be observed that the Company have not opened their original line. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Hoylake Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Ilfracombe Railway Bill.

By this Bill it is proposed to give effect to certain provisions in the Ilfracombe Railway Act, 1864, for constituting in the present Session the London and South Western and the Devon and Somerset Railway Companies, joint and equal owners of the Ilfracombe Railway undertaking, and for that purpose to enable each of those two Companies—

To contribute one-half, and in case of failure on the part of the other Company, all or any part of the remaining half of the Ilfracombe Railway Company's authorised share and loan capital (210,000 *l.* and 70,000 *l.*) ; and in respect of such contribution, when made, to appoint three directors of the Ilfracombe Railway Company :

To raise money for the purposes of the Bill by new shares and by borrowing.

The Bill further provides that the Ilfracombe Railway shall be of the mixed gauge, and shall have junctions, so as to be worked continuously with the North Devon Railway, and also with the Devon and Somerset Railway.

The Ilfracombe Railway Company is to be authorised to enter into arrangements with each of the London and South Western and the Devon and Somerset Railway Companies with respect to the making, working, using, and traffic of their several Railways.

The scheme of this Bill appears to be that the Ilfracombe Railway Company shall continue to subsist, with an authorised share capital of 210,000 *l.*, and power (sections 37 and 38) to create mortgages and debenture stock for raising 70,000 *l.* The London and South Western and the Devon and Somerset Railway Companies are required to subscribe for the whole share capital of 210,000 *l.* in moieties ; and are empowered (sections 39-42) to raise the whole amount of their respective contributions to such share capital by new shares in their own capitals.

In addition to this it is proposed (sections 43-45) that each of those two Companies may raise by debenture stock or by mortgage “ any sums not exceeding in the whole one-third of the amount which under this Act they from time to time raise by new shares or stock, or both.”

Such power to raise money by debenture stock or mortgage seems unnecessary, inasmuch as the requisite loan capital for the purposes of the Ilfracombe Railway Company should be borrowed by mortgages or debenture stock of that undertaking under sections 37 and 38 of this Bill. It also seems to be inconsistent with the practice of Parliament, which does not authorise a company who are to contribute moneys to another undertaking to raise any part of such moneys by mortgages or debenture stock in their own undertaking.

It is further to be observed that sections 37, 39 and 44 do not contain the usual conditions that one-fifth of each share shall be paid before it is issued, and that one-fifth of every share in the capital shall be paid before the borrowing power is exercised.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Istraconbe Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Llantrissant and Taff Vale Junction Railway Bill.

THE objects of this Bill are, to enable the Llantrissant and Taff Vale Junction Railway Company—

To raise further sums of 45,000 *l.* by shares, and 15,000 *l.* by loan :

To make the following Railways, viz :

(No. 1), length 72 chains, from a Junction with the Llantrissant and Taff Vale Railway, to a Junction with the Taff Vale Railway, wholly in the Parish of Llantrissant :

(No. 2), length 2 miles, from a Junction with the Llantrissant Common Branch on that Common, to a Junction with the Ely Valley Railway, near the farm house of Dyffryn Isaf :

To enter into traffic arrangements with the Great Western and the Ely Valley Extension Railway Companies :

To lay down a third rail upon portions of the Ely Valley Railway, and upon the whole of the Ely Valley Extension Railway, so as to adapt the same to the narrow as well as the broad gauge ; and to run over those lines, and use the stations thereon.

Section 13. With respect to the security for completion of the new Railways, Observations. it is to be observed that this Company have no line open for traffic.

Sections 15 and 16. It may deserve consideration whether the powers to enter into working and traffic arrangements contained in these clauses, should not be expressed to be subject to the provisions of Part III. of the Railway Clauses Act, 1863 (incorporated in section 3 of this Bill).

Section 18. Reference may be made to the observations on “ Running Powers in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

This clause provides that the terms and conditions of user, and the payments to be made in respect thereof, shall be such as, in default of agreement, “ may be prescribed by the Board of Trade.” It would be in accordance with the practice of Parliament, looking to the convenience of the public service, to add, “ or by an arbitrator to be appointed by the Board of Trade.”

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Mantrissent and Toff Vale Junction Railway
Bill*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *London and South Western Railway (Kensington, &c.) Bill.*
 2. *London and South Western Railway (New Lines in Surrey) Bill.*
-

1. *London and South Western Railway (Kensington, &c.) Bill.*

THE objects of this Bill are to enable the London and South Western Railway Company— Objects.

To raise further sums of 50,100 *l.* by shares, and 16,660 *l.* by loan :

To make five new Junction Railways, of an aggregate length of 2 miles 65½ chains, of which four will be in connection with the Company's authorised line from Kensington to Richmond, with the West London Extension Railway, and with the Hammersmith and City Railway, at Kensington and Hammersmith, and are to be in substitution for two of the lines authorised by the Company's Kensington and Richmond Railway Act, 1864 ; and the fifth is the “Chiswick Curve,” to connect the Company's authorised line from Kensington to Richmond with their Windsor Loop Line :

To alter the line and levels of a portion of the Hammersmith and City Railway, at its Hammersmith termination :

To run over portions of the Hammersmith and City and the West London Railways :

To contract with the Hammersmith and City Railway Company with respect to the making, working, and traffic of their respective railways.

Section 24 (G). If the powers of deviation here asked for are not intended to exceed those given by the 15th section of the “Railways Clauses Consolidation Act, 1845,” this clause is unnecessary and should be omitted. If, as seems to be the case, they are intended to go beyond the powers in the General Act, it would not be in accordance with the practice of Parliament to concede them, except at specified parts of the proposed works, on sufficient reason being shown. Observations.

Section (H). A general power of “stopping up” roads, &c. permanently is inconsistent with the 16th section of the “Railways Clauses Consolidation Act, 1845,” and with the practice of Parliament. The remainder of Clause (H). is made unnecessary by the 16th section of the General Act.

Section 32. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24

Section 37. The proposed power to these two Companies to contract for the "making" of all or any parts of their respective Railways and Works, is not in accordance with the practice of Parliament; the construction of works being left to the Company, who obtain powers to take lands and raise money for that purpose.

2. *London and South Western Railway (New Lines in Surrey) Bill.*

Objects.

THE objects of this Bill are to enable the London and South Western Railway Company—

To raise further sums of 120,000*l.* by shares, and 40,000*l.* by loan :

To make a Railway, length 4 miles 45½ chains, from their Kingston Bridge Line, at Kingston, to their main line at Wimbledon, and five Junction Lines, of an aggregate length of about 2 miles, in connection therewith, at Malden and Wimbledon :

To acquire certain parts of the Wimbledon and Dorking, and the Wimbledon and Croydon Railways, as parts of the Company's main line :

To contract with the London, Brighton, and South Coast, the Wimbledon and Croydon, and the Tooting, Merton, and Wimbledon Extension Railway Companies, with respect to the purposes of the Bill.

Observations.

Section 19 (G). If the powers of deviation here asked for are not intended to exceed those given by the 15th section of the "Railways Clauses Consolidation Act, 1845," this clause is unnecessary and should be omitted. If, as seems to be the case, they are intended to go beyond the powers in the General Act, it would not be in accordance with the practice of Parliament to concede them, except at specified parts of the proposed works, on sufficient reason being shown.

Section 19 (H). A general power of "stopping up" roads, &c. permanently, is inconsistent with the 16th section of the "Railways Clauses Consolidation Act, 1845," and with the practice of Parliament. The remainder of Clause (H) is made unnecessary by the 16th section of the General Act.

Section 20. The number of lines of rail at the level crossings is not limited.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *London and South Western Railway*
(*Kensington, &c.*) Bill.]
 - [2. *London and South Western Railway*
(*New Lines in Surrey*) Bill.]
-

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

London and South Western Railway (Pirbright, Aldershot, and Farnham Junction) Bill.

THE objects of this Bill are to enable the London and South Western Railway Company—
Objects.

To raise further sums of 160,000 *l.* by shares and 53,330*l.* by loan :

To make the following Railways, viz. :—

(Nos. 1 and 2) lengths, 7 miles 78 chains, and 35 chains, from a double junction with the Company's Main Line near Pirbright to a junction with their Farnham and Alton Branch near Farnham :

(No. 3), length, 44 chains, from No. 1 in the Parish of Aldershot to the Reading, Guildford, and Reigate Line of the South Eastern Railway Company in the parish of Ash.

Section 3. With respect to the proposed power to create new shares or stock, Observation.
it is to be observed that the Bill does not incorporate Part II. relating to
“Additional Capital” of “The Companies Clauses Act, 1863.”

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London and South Western Railway (Pirbright, Aldershot, and Farnham Junction) Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London and South Western Railway (Torrington Extension) Bill.

THE objects of this Bill are to enable the London and South Western Railway Company—

To raise further sums of 80,000 *l.* by shares, and 26,666 *l.* by loan :

And to make an Extension Railway, length 5 miles 37 chains, from Bideford to Torrington.

Section 3. With respect to the proposed power to create new shares or stock, it is to be observed that the Bill does not incorporate Part II. relating to “Additional Capital” of the “Companies Clauses Act, 1863.” Observations.

Section 18. After “subject to the provisions of this Act,” should be inserted “and of the Acts and parts of Acts incorporated herewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The Line skirts the shore of the River Torridge, above Bideford Bridge, and crosses it four times between that town and Torrington ; once by a viaduct of 10 arches, 25 feet span, average height 22 feet. The dimensions of the other crossings are not shown.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Reference should be made to the incorporated Acts, in Section 18 of this Bill as above suggested.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London and South Western Railway (Torrington Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

*London, Brighton, and South Coast Railway (Saint Leonards Line and
Deviations) Bill.*

THE objects of this Bill are to enable the London, Brighton, and South Coast
Railway Company—

To raise further sums of 300,000 *l.* by shares, and 100,000 *l.* by loan :

To make a Railway, length 14 miles 41 chains, from St. Leonards, to a
double junction with the Company's Ouse Valley Line, authorised in 1864,
at Hellingley ; and a Railway, length 3 miles 22 chains, from the former
at Herstmonceaux, to the Company's Tunbridge Wells and Eastbourne
Line, authorised in 1864, at Warbleton : Also Deviations, of an aggregate
length of 10 miles 51 chains in the lines and levels of the two above-
mentioned authorised Lines.

Section 2. Reference may be made to the observations on “ Works affecting
Foreshore and Tidal Waters ” in the General Report of the Board of Trade on
Railway, &c. Bills of this Session, page 26, with a view to the insertion of
“ expressly,” before “ altered,” in the last line but one of this clause. Observations.

Section 22. Reference may be made to the observations on “ Dimensions of
Bridges ” in the above-mentioned General Report, page 25.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c, BILLS.

[*London, Brighton, and South Coast Railway
(Saint Leonards Line and Deviations) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Chatham, and Dover Railway (No. 2) Bill.

By this Bill it is proposed—

To enable the London, Chatham, and Dover Railway Company to construct a Railway, length 1 mile 17 chains, at Beckenham, to connect their main line with their Farnborough Extension, and to abandon the construction of certain Junction Railways at and near Bickley, authorised in 1861 : to erect a Custom-House at Dover, and to exercise for an extended period the powers for compulsory purchase, and for execution of works under the Company's Deal Extension Act, 1862. Objects.

To enable the Kent Coast Railway Company to acquire lands for station purposes at Margate, and also to hold as part of their undertaking the station on the Marine Parade at Margate, and the branch Railway thereto, which that Company have constructed beyond the limits authorised by their Acts : to enjoy exemption from certain dues levied on coal at Ramsgate and Broadstairs, and from the privileges claimed by licensed porters and carmen of Ramsgate and Margate.

The Bill further provides—

For the formation of a Joint Committee by the South Eastern and the London, Chatham, and Dover Railway Lines for the combined working and conduct of the Railway and steamboat service between London and the Continent by way of Folkestone, Dover, and Margate, and also of the traffic between London and Folkestone, Dover, and the Crystal Palace.

Sections 23-36. The provisions in these clauses relative to the “Joint Traffic Committee” seem to be correctly described in the Preamble of this Bill, page 3, as being “for the combined working and conduct of such [railway and steamboat] services, and of parts of the respective Railways of the South Eastern Railway Company and the Company, and for the division between them of the receipts arising from certain traffic.” Observations.

It appears to be a question whether the powers of entering into arrangements on behalf of the two Companies, proposed to be given to the Joint Traffic Committee, are not in effect those which are usually reserved to Railway Companies themselves, and are made conditional on the assent of special meetings of the Shareholders in the contracting Companies, and (with a view to the protection of the public interest), on the approval and decennial revision of the Board of Trade, by incorporating with the Act authorising such combined arrangements the provisions in Part III., “Working Agreements,” of the Railways Clauses Act, 1863.

Section 37. With respect to the station on the Marine Parade at Margate, and the Branch Railway thereto, which are stated in the Preamble of this Bill, page 3, to have been constructed by the Kent Coast Railway Company, beyond the limits of the lands they were authorised to acquire, and which it is now proposed to sanction, as if an authorised part of the Kent Coast Railway undertaking, My Lords have to observe that these works, which appear to have

been opened for passenger traffic, have not been submitted for the inspection of an officer of the Board of Trade, in compliance with the 4th section of the Act 5 & 6 Vict. c. 55; and that My Lords, having no plan or section of the works in question, or any information respecting their character or completeness, are unable to form any judgment whether they can be used with due regard to the safety of the public.

Interference with Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, the intended works being within that portion of Dover over which the Admiralty has retained its jurisdiction, pursuant to the 9th section of "The Harbours Transfer Act, 1862."

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham, and Dover Railway*
(No. 2.) Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—LXXI.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upno
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

London, Tilbury, and Southend Railway Bill.

By this Bill it is proposed to authorize the proprietors (including the lessees Objects.
for the time being) of the London, Tilbury, and Southend Railway, to take
increased tolls and maximum rates for passengers, on the London, Tilbury, and
Southend Railway, and its Branches and Extensions, and also in their Steam-
boats, and increased “ short distances ” charges for passengers and goods, as
follows, viz. :—

	Passenger Tolls per Mile for use of			Maximum Rates for Passengers per Mile.			“ Short Distance ” for Passengers and Goods.
	Railway.	Carriage.	Engine.	1st Class.	2nd Class.	3rd Class.	
Authorised by Act of 1852.	d. $\frac{3}{4}$	d. $\frac{1}{4}$	d. $\frac{1}{2}$	d. 1	d. $\frac{3}{4}$	d. $\frac{1}{2}$	4 miles.
Proposed in this Bill.	1½	½	1	2	1½	1	6 miles.

This Bill, promoted by the lessees of the London, Tilbury, and Southend Railway, Observations.
contains in its Preamble the allegation “ that the maximum tolls and charges
granted by the London, Tilbury, and Southend Extension Railway Act, 1852,
were proposed in the belief that large numbers of persons at that period travelling
for pleasure to towns and places on the River Thames would use the Railway,
but such pleasure traffic has since greatly diminished, and the Railway is now
chiefly used for ordinary traffic,” and that “ the said maximum tolls and
charges for passengers are very much lower than the tolls and charges taken on
Railways passing through similar districts.”

The Act of 1852 does not appear to contain any such explanation of the
grounds on which the tolls and maximum rates for passengers were fixed, when
authority was obtained for the construction of this Line by the Eastern Counties
and the London and Blackwall Railway Companies, jointly; but it is the case that
they are lower than the tolls and maximum rates for passengers usually authorized
to be taken on Railways.

It may deserve consideration whether the quantity of luggage which second
and third class passengers may take with them on the Railway under the 22nd
Section of the Act of 1852, free from charge, should not respectively be increased
from 60 lbs. and 40 lbs. to 100 lbs. and 60 lbs., the weights now usually allowed
in Railway Acts.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London, Tilbury, and Southend Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Luddenden Valley Railway Bill.*
 2. *Lugg Valley Railway Bill.*
-

1. *Luddenden Valley Railway Bill.*

THE objects of this Bill are to incorporate “The Luddenden Valley Railway Company,” with a capital of 22,000*l.* in 10*l.* shares, and 7,300*l.* by loan, and to empower them—

To make a Railway, length 1 mile 74 chains, from a junction with the Lancashire and Yorkshire Railway, near its Luddenden Foot Station, to Little Holme House, near Booth, in the West Riding of Yorkshire.

To enter into working and traffic arrangements with the Lancashire and Yorkshire Railway Company.

The Lancashire and Yorkshire Railway Company are to be authorised to subscribe for 11,000*l.*, and to raise that sum by shares.

Section 24. With respect to the proposed power to the Lancashire and Yorkshire Railway Company to create new shares, it is to be observed that the Bill does not make the provisions relating to capital of the Companies Clauses Consolidation Act, 1845, or Part Two, relating to “Additional Capital,” of the Companies Clauses Act, 1863, applicable to such new shares. Observations.

2. *Lugg Valley Railway Bill.*

THE objects of the Bill are to incorporate “The Lugg Valley Railway Company,” with a capital of 100,000 *l.* in 10 *l.* shares, and 33,000 *l.* by loan, and to empower them— Objects.

To make a Railway, length 10 miles 58 chains, from a junction with the authorised Presteign Branch of the Kington and Eardisley Railway, near Presteign, to a junction with the Central Wales Railway, near Llangunllo, in the County of Radnor;

To enter into agreements with the Kington and Eardisley, the Leominster and Kington, the Great Western and the Central Wales Railway Companies, with respect to the use of the Railways and the transmission of the traffic of the contracting parties.

Section 23. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Liddendon Valley Railway Bill.*]
 - [2. *Lugg Valley Railway Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Manchester, Sheffield, and Lincolnshire Railway (Extension, &c.) Bill.

THE objects of this Bill are to enable the Manchester, Sheffield, and Lincoln- Objects.
shire Railway Company—

To raise further sums of 750,000 *l.* by shares, and 250,000 *l.* by loan :

To make the following Railways, viz. :—

No. 1, length 27 miles 13 chains, from a junction with the Manchester South Junction and Altrincham Railway at Old Trafford, passing by Flixton, by the north side of Warrington, and by Sankey and Farnworth, to the Garston and Liverpool line, belonging to this Company and the Great Northern Railway Company, near Garston :

No. 2, length 5 miles 19 chains, from No. 1, at Chat Moss, to a junction with the authorised Stockport, Timperley, and Altrincham Junction Railway, a short distance north of Altrincham :

By which new routes will be completed between Manchester and Liverpool, length about 32½ miles ; and between Stockport and Liverpool, length about 36 miles.

To interchange traffic facilities, and to enter into working and traffic arrangements with the Manchester, South Junction, and Altrincham, the Great Northern, the London and North Western and the Midland Railway Companies :

To run over the Manchester South Junction and Altrincham, and the Liverpool Central Station Railways, and portions of the London and North Western Railway at Manchester, and to use the stations thereon, including the Ordsall-lane Station.

Section 11. The words, “ under the authority of the recited Act,” are erroneous. The reservation in this clause in favour of existing mortgages granted by the Company should be general. Observations.

Section 25. Reference may be made to the observations on “ Running Powers” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire Railway*
(*Extension, &c.*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Manchester, Sheffield, and Lincolnshire Railway (Purchase, &c.) Bill.

THE objects of this Bill are—

Objects.

To dissolve the Marple New Mills and Hayfield Junction Railway Company, and to transfer their undertaking to the Manchester, Sheffield, and Lincolnshire Railway Company (who have subscribed 70,000*l.* towards that undertaking):

And to enable the Manchester, Sheffield, and Lincolnshire Railway Company—

To subscribe 250,000 *l.* to the Liverpool Central Station Railway Company:

To run over the Liverpool Central Station Railway, and to use its stations:

To run over and use the portions of the Midland Railway between Barnsley and Skipton (including the Leeds and Bradford Stations), and (for coal traffic) between Barnsley and the junction with the West Riding and Grimsby Railway, near Oakenshaw; the Midland Railway Company to have powers to run over the portions of the Company's lines between Barnsley and the Ardwick Station, and (so far as may be in the power of the Company) to the London Road Station, at Manchester, including the use of those stations:

To enter into arrangements with the Midland Railway Company for joint station accommodation at Barnsley; in conformity with an agreement of August 1863, which is Scheduled to the Bill, and is proposed to be confirmed by it.

The Bill also authorizes the Manchester, Sheffield, and Lincolnshire Railway Company—

To raise further sums of 345,000*l.* by shares and 85,000*l.* by loan:

And to purchase lands at their Ashbury's Station, near Manchester.

Sections 3 and 28 would enable the Company to take *compulsorily* easements and other partial interests in land, without paying compensation for the whole interest in such land, as would be requisite under the “Lands Clauses Consolidation Act, 1845.” It is the practice of Parliament to allow such partial interests to be acquired by *agreement* only. Observations.

Section 4. Reference may be made to the observations on “Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 23 and 24.

Section 14. Reference may be made to the observations on “Running Powers” in the above-mentioned General Report, page 24.

Section 19. It may deserve consideration whether the confirmation of this Agreement should not be accompanied by the usual reservations of the rights of third parties, and of decennial revision by the Board of Trade in reference to the interests

interests of the public, such as are contained in Sections 22 and 27 of the "Railways Clauses Act, 1863."

Section 20. It may be a question for inquiry whether there is any existing security for the completion of the Marple Company's undertaking; and if not, whether some security should not be provided for its completion by the Sheffield Company.

Section 24. It does not appear by this Bill for what purpose it is intended that the Sheffield Company may raise 85,000*l.* by borrowing. It is to be observed that the additional share capital of 250,000 *l.*, in respect of which the new borrowing power is applied for, will be adequate for the intended subscription to the Liverpool Central Station Company; and that it is not the practice of Parliament to grant a borrowing power, with reference to share capital to be created for the purpose of a subscription to the undertaking of another Company.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire Railway
(Purchase, &c.) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—LXXV.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Manchester, Sheffield, and Lincolnshire Railway (Widening, &c.) Bill.

THE objects of this Bill are to enable the Manchester, Sheffield, and Lincoln- Objects.
shire Railway Company—

To raise further sums of 160,000 *l.* by shares, and 53,300 *l.* by loan :

To make a Railway, to be a widening of the Manchester South Junction and
Altrincham Railway, length one mile 43 chains, from the Knot Mill Station to
the Old Trafford Station :

And to run over portions of the London and North Western Railway, and use
its Ordsall Lane Station, at Manchester.

Section 11. The words “ under the authority of the recited Act ” are erro- Observations.
neous. The reservation in this clause in favour of existing mortgages granted by
the Company should be general.

Section 21. Reference may be made to the observations on “ Running Powers ”
in the General Report of the Board of Trade on the Railway, &c. Bills of this
Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire Railway*
(*Widening, &c.*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of this Session.”

Manchester, Sheffield, and Lincolnshire Railway (Worksop to Mansfield) Bill.

THE objects of this Bill are to enable the Manchester, Sheffield, and Lincoln- Objects.
shire Railway Company—

To raise further sums of 270,000 *l.* by shares, and 90,000 *l.* by loan.

To make the following Railways, viz. :—

No. 1. Length 14 miles 7 chains, and No. 2 (a second junction branch) length 32 chains, from the Company's existing line at Worksop, to a junction with the Nottingham and Mansfield branch of the Midland Railway, near Mansfield :

To enter into working and traffic arrangements, and to interchange traffic facilities with the Midland Railway Company :

And to run over the Midland Railway between Mansfield and Nottingham, and to use the intermediate stations and the stations at those two places.

Section 11. The words, “under the authority of the recited Act,” are Observations.
erroneous. The reservation in this Clause in favour of existing mortgages granted by the Company should be general.

Section 25. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire Railway*
(*Worksop to Mansfield*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Mid-Wales Railway (Eastern Extension) Bill.*
 2. *Mid-Wales Railway (Western Extension) Bill.*
 3. *Mistley, Thorpe, and Walton Railway Bill.*
-

1. *Mid-Wales Railway (Eastern Extension) Bill.*

THE objects of this Bill are to enable the Mid-Wales Railway Company—

Objects.

To raise further sums of 120,000 *l.* by shares, and 40,000 *l.* by loan :

To make a Railway, length 9 miles 34 chains, from their authorised line near Rhayader Gwy to a junction with the Central Wales Railway, near Llanbadarn :

To lease the new Railway to Messrs. Watson and Overend, under provisions relating to this Company's lines already authorised, contained in their Act of 1864.

Section 13. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 25. Observations.

2. *Mid-Wales Railway (Western Extension) Bill.*

THE objects of this Bill are to enable the Mid-Wales Railway Company—

Objects.

To raise further sums of 380,000 *l.* by shares, and 126,500 *l.* by loan :

To make the following Railways ; viz. :

(No. 1), length 21 miles 8 chains, from the Company's authorised line at Aber Marteg to a point in the parish of Llanilar, there to form a junction with a proposed deviation line of the Manchester and Milford Railway Company :

(No. 2), length 5 miles 28 chains, from (No. 1) to a junction with the Manchester and Milford Railway at Llangurig :

To abandon the construction of the Llangurig Branch authorised by this Company's Act of 1863 :

To lease the new Railways to Messrs. Watson and Overend, under provisions relating to this Company's lines already authorised, contained in their Act of 1864.

The Bill provides that the Manchester and Milford, and the Swansea and Aberystwith Railway Companies may run over the intended new Railways; and that the Manchester and Milford Railway Company may run over the portion of the Mid-Wales Railway, between the commencement of the intended new Railway, No. 1, and Rhayader.

Observations.

Section 13. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

3. *Mistley, Thorpe, and Walton Railway Bill.*

By this Bill it is proposed—

Objects.

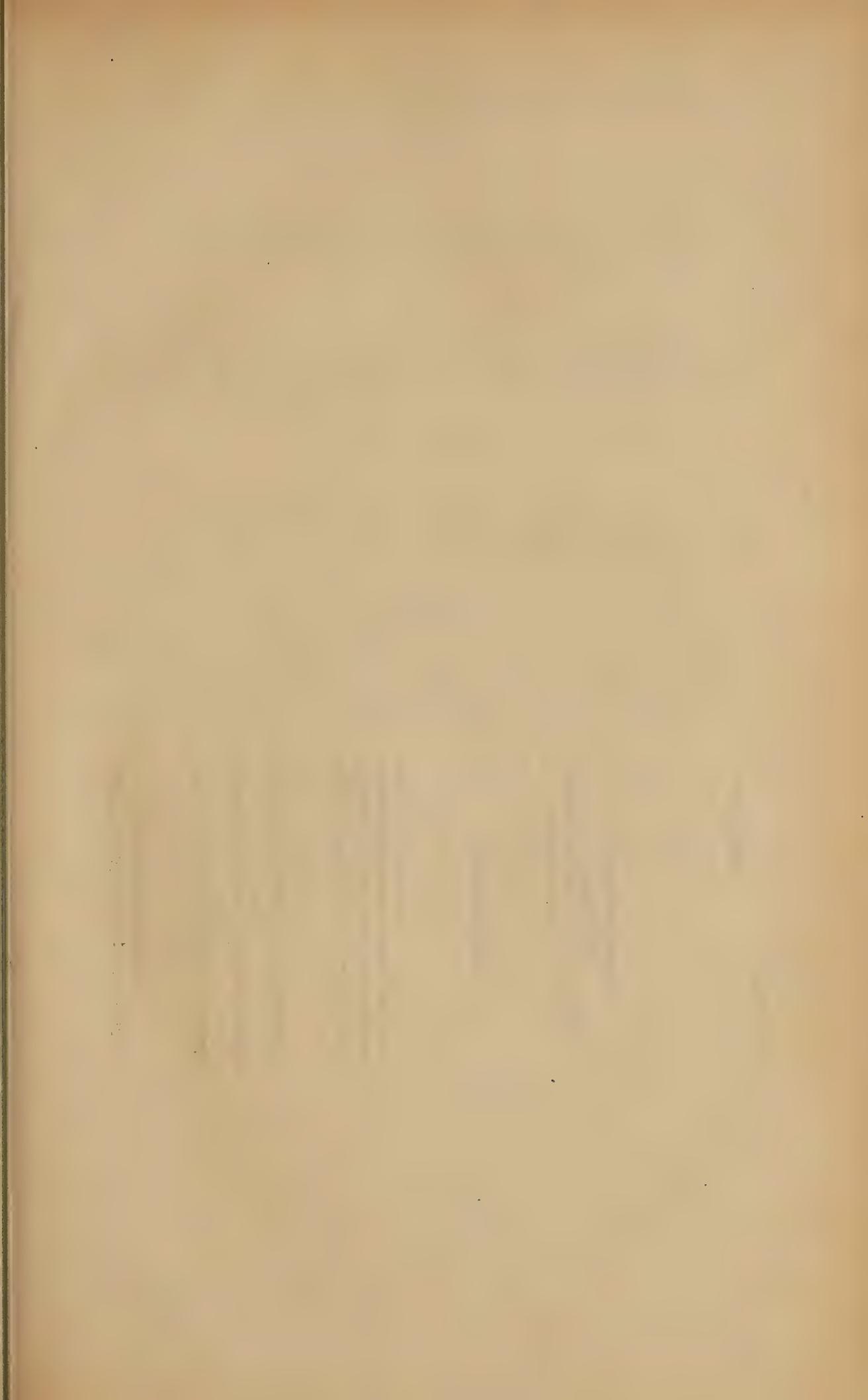
In consequence of the limitation, by an Act of 1864 of the undertaking authorised by "The Mistley, Thorpe, and Walton Railway Act, 1863," to a Railway between Mistley and Thorpe, to reduce the authorised capital of the Mistley, Thorpe, and Walton Railway Company to 36,000 £. by shares, and 12,000 £. by loan :

To enable the Great Eastern Railway Company to create shares for raising the additional capital which they require for their authorised subscription of 20,000 £. to the capital of the Mistley, Thorpe, and Walton Railway Company, under the Act of 1863.

No observation by the Board of Trade appears to be necessary.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

- [1. *Mid-Wales Railway (Eastern Extension) Bill.*]
- [2. *Mid-Wales Railway (Western Extension) Bill.*]
- [3. *Mistley, Thorpe, and Walton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Mold and Denbigh Junction Railway (Deviations) Bill.

THE objects of this Bill are to enable the Mold and Denbigh Junction Railway Company :—

To raise further sums of 100,000 l. by shares, and 33,000 l. by loan ;

To create “preferred” and “deferred” half shares in respect of the capital authorized by this Company’s Act of 1861 :

To make a Deviation, length 1 mile 43 chains, in the line authorized by the Act of 1861; and an alteration of the levels in the same line, length 1 mile 1 chain ; and to divert certain turnpike and public roads described in Section 24 of the Bill :

To make two level crossings at Mold not authorized by the Act of 1861 ;

To exercise for an extended period the powers for the compulsory purchase of land for the line authorized by the Act of 1861.

Section 28. Reference may be made to the observations on “Dimensions of Bridges” in the General Report of the Board of Trade, on Railway, &c., Bills of this Session. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Mold and Denbigh Junction Railway (Devia-
tions) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Mold and Denbigh Junction Railway (Extensions) Bill.

THE objects of this Bill are to enable the Mold and Denbigh Junction Rail- Objects.
way Company—

To raise further sums of 280,000 *l.* by shares, and 93,000 *l.* by loan :

To make Railways, Nos. 1 and 2, lengths 11 miles 52 chains, and 2 miles 58½ chains, in Extension of the Company's authorised line from Mold to Wrexham, and to a point in the Parish of Hawarden, respectively; and Nos. 3 and 4, lengths 2 miles 10½ chains, and 1 mile 12½ chains, to connect the Company's authorised line southward and northward respectively, with the Vale of Clwyd Railway, near Denbigh, in lieu of the double junction with that Railway authorised in 1861.

Sections 12 and 18. With respect to the proposed term of five years for the Observations.
completion of the Railways to be authorised by this Bill, it is to be observed that, if that period be allowed in respect of Railways, Nos. 3 and 4, which are to connect the Company's authorised line with the Vale of Clwyd Railway, the completion of that authorised line may practically be postponed to 1870 from 1866, the time by which the Company are now under security to open that line under Section 43 of their Act of 1861.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Mold and Denbigh Junction Railway
(Extensions) Bill.*]

FURTHER REPORT of the BOARD of TRADE, on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Monkland Railways Bill.

THE objects of this Bill are to enable the Monkland Railways Company— Objects.

To raise further sums of 93,000 *l.* by shares, and 31,000 *l.* by loan;

And to make the several Branch Railways described in Section 16 of the Bill
of the aggregate length of 13 miles 3 chains, in the parishes of Shotts and New
Monkland, and the town of Airdrie.

Section 17. If the powers of lateral and vertical deviation contained in this Observations.
section are not intended to exceed those in the 15th section of the Railways
Clauses Consolidation (Scotland) Act, 1845, this clause is unnecessary. If they
are intended to exceed those powers, as is doubtless the case, it would not be in
accordance with the practice of Parliament to grant these unusual powers, except
upon special grounds being shown.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Monkland Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North British and Edinburgh and Glasgow Railway Companies’ (Arrangements) Bill.

By this Bill it is proposed to give effect to an agreement already entered into Objects.
between the North British and the Edinburgh and Glasgow Railway Companies
for the management of all their traffic arrangements, by a joint committee,
to have the control of the traffic passing over the undertakings of both
Companies: for payment out of their gross earnings of interest and dividends
on capital expended or to be expended on various undertakings of the two
Companies respectively authorised in and since the year 1860, and on their future
undertakings: and for division of the surplus of their gross earnings in the pro-
portion of 60.8 to the North British Railway Company, and 39.2 to the Edin-
burgh and Glasgow Railway Company, until the Monkland Railways shall be
united with the Edinburgh and Glasgow Railway by amalgamation or lease, and
thereafter in the proportion of 56.38 to the North British Railway Company,
and 43.62 to the Edinburgh and Glasgow Railway Company.

Each of the two Companies is to work its own undertaking separately, and to
pay the interest and dividends of its loan and share capital out of its proportion
of the gross revenues.

The Bill further authorises an amalgamation at any time hereafter of the
Edinburgh and Glasgow and the North British Railway Companies, or a sale or
lease of the undertaking of either of the two Companies to the other Company;
such amalgamation, sale, or lease to be subject to the approval of the Board of
Trade.

Reference may be made to the observations on “Amalgamation, Sale, and Observations.
Lease” in the General Report of the Board of Trade on the Railways, &c. Bills of
this Session, page 23.

This Bill does not contain special provisions for traffic facilities to be afforded
to other Companies whose lines communicate with those which are to be united
by the Bill, such as are usually adopted by Parliament when important amalga-
mations of Railways are authorised, and as were proposed in the Bills for the
amalgamation of the Edinburgh and Glasgow Railway with the Caledonian and
Scottish Central Railways in recent Sessions.

Section 28. It seems to be a question whether any useful purpose can be
effected by making an amalgamation sale or lease dependent on the approval
of the Board of Trade, after the virtual union in perpetuity of these two under-
takings has been sanctioned by the provisions in this Bill for confirming the
arrangements already entered into and in operation for their joint management,
and for dealing with their revenues as if the two Companies were one Company
(see Sections 14 and 15).

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North British and Edinburgh and Glasgow
Railway Companies (Arrangements) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British Railway (Additional Powers) Bill.

THE objects of this Bill are to enable the North British Railway Company— Objects.

To apply to the purposes of the Bill 49,500 *l.*, to be raised by new shares, in lieu of shares to the like amount to be cancelled in the Company's existing capital, part of shares for 544,716 *l.*, authorised to be created by the Edinburgh, Perth, and Dundee Railway Company:

To raise a further sum of 16,500 *l.*, by loan:

To make a Pier at Burntisland, and a Railway Siding over Logan's Close at their Edinburgh Station:

To enlarge their Newcastle-upon-Tyne Station:

To cross on the level by their Border Union Railway a road at Castleton, not at present authorised to be so crossed:

To stop up certain streets at North Leith, and roads at their Silloth Station:

To redeem the Newcastle-upon-Tyne “Thorough Toll” on goods at the Company's Station:

To subscribe 9,000 *l.* to the capital of the Esk Valley Railway Company.

The Bill also provides for an amalgamation, at any time hereafter, of the Devon Valley, the Esk Valley, and the St. Andrew's Railway Companies with the North British Railway Company, or for the lease or sale of the undertakings of those Companies to the North British Railway Company:

And enables the St. Andrew's Railway Company to raise a further sum of 6,000 *l.* by shares.

Section 1. With respect to the incorporation with this Bill of Part I. of “The Railways Clauses Act, 1863,” see the end of this Report. Observations.

Sections 3, 4, and 9. With respect to the proposed powers to raise 49,500 *l.* by shares, in respect of part of the capital formerly of the Edinburgh, Perth, and Dundee Railway Company, and to borrow 16,500 *l.*, it is to be observed that borrowing powers have already been granted, and are vested (either exercised or unexercised) in the North British Railway Company, in respect of the authorised capital, formerly of the Edinburgh, Perth, and Dundee Railway Company; and it appears by the Return made by the North British Railway Company of their authorised share and loan capitals, as on 31 December 1863 (Parliamentary Paper,

No. 20, of 1864), that the Company were then authorised to have a loan capital of 3,551,171 *l.* in respect of a share capital of 8,729,792 *l.* only. The arrangements proposed in this Bill would enable the Company to add 16,500 *l.* to their mortgage debt, without any addition to their already authorised share capital.

Section 24. Reference may be made to the observations on "Amalgamation, Sale and Lease," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 23.

Section 27. With respect to the proposed limit of the amount of capital to be created by an amalgamation, it is to be observed that the practice of Parliament would seem to require that from the capital of the Company to be dissolved should be deducted the amount for which the other Company holds shares in that capital in respect of a subscription.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :

A Pier in the Firth of Forth, at Burntisland.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Piers, and Docks Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to include the Pier and Works connected therewith authorised by this Bill.

The Bill proposes to incorporate all of these enactments, but contains no proviso or statement to the above effect.

In Clause 13, authorising Works, in the ninth line, after the word "*Acts*;" the words "*or parts of Acts*" should be added.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Additional Powers)
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865*

3—LXXXIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North British Railway (Carlisle Citadel Station Branch) Bill.

The objects of this Bill are to enable “ The North British Railway Objects.
Company ”—

To apply to the purposes of this Bill 66,000 *l.* to be raised by new shares, in lieu of shares to the like amount to be cancelled in the Company's existing capital, part of shares for 544,716 *l.* authorised to be created by the Edinburgh, Perth and Dundee Railway Company; and to raise an additional sum of 65,000 *l.* by loan :

To raise a further sum of 22,000 *l.* by loan :

To make the following Railways at Carlisle, viz. :—

(No. 1), length 47 chains, from the Port Carlisle Railway to the River Caldew, near Nelson Bridge :

(No. 2), length 15 chains, and (No. 3), length 5 chains, to connect No. 1 with the Citadel Station :

To purchase a portion of the North Eastern Railway at Carlisle :

To run over portions of the Caledonian and the Lancaster and Carlisle Railways, and to use the Citadel Station, at Carlisle.

Sections 3, 4, and 9. With respect to the proposed powers to the North British Railway Company to raise 66,000 *l.* by shares in respect of part of the capital formerly of the Edinburgh, Perth and Dundee Railway Company, and to borrow 22,000 *l.*, it is to be observed that borrowing powers have already been granted, and are vested (either exercised, or unexercised,) in the North British Railway Company, in respect of the authorised share capital formerly of the Edinburgh, Perth and Dundee Railway Company; and that it appears by the Return made by the North British Railway Company of their authorised share and loan capitals, as on the 31st December 1863 (Parliamentary Paper, Number 20, of 1864), that the Company were then authorised to have a loan capital of 3,551,171 *l.* in respect of a share capital of 8,729,792 *l.* only. The arrangements proposed in this Bill would enable the Company to add 22,000 *l.* to their mortgage debt, without any addition to their already authorised share capital. Observations.

Section 21. Reference may be made to the observations on “ Running Powers ” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Carlisle Citadel
Station Branch) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons to be Printed,
7 February 1865.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North British Railway (Edinburgh Station and Market) Bill.

THE objects of this Bill are—

Objects.

To give effect to a decret arbitral or award (set forth in the Schedule) made in a reference to arbitration between the North British Railway Company and the Corporation of Edinburgh, relating to the Fruit and Vegetable Market, at Edinburgh, under “The North British Railway (Stations) Act, 1860 :”

To enable the North British Railway Company to take certain lands, and to appropriate them to the enlargement of their Edinburgh Station, and of the Fruit and Vegetable Market, respectively; and to enter upon the existing Fruit and Vegetable Market for the purpose of constructing a footpath bridge :

To authorise the Company and the Corporation to enter into agreements, from time to time, for altering the works to be executed by the Company, and the site of the new Fruit and Vegetable Market, and for the purchase, by the Company for station purposes, of all or any part of the present market, and of the proposed enlargement thereof.

It is further proposed by the Bill to repeal the restriction to 30 feet in height, which is contained in “The North British Railway Act, 1844,” with respect to station buildings to be erected by the Company on either side of the North Bridge, at Edinburgh, and all similar restrictions.

Section 2. It seems to be a question whether “The Lands Clauses Consolidation Acts Amendment Act, 1860,” can be properly omitted to be incorporated with this Bill. Observation.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Edinburgh Station
and Market) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British Railway (Lasswade, &c. Branches) Bill.

THE objects of this Bill are to enable the North British Railway Company— Objects.

To apply to the purposes of this Bill 195,000*l.*, to be raised by new shares, in lieu of shares to the like amount to be cancelled in the Company's existing capital, part of shares for 544,716*l.*, authorised to be created by the Edinburgh, Perth, and Dundee Railway Company; and to raise an additional sum of 65,000*l.* by loan:

To make the several Railways, described in Section 12, of an aggregate length of 17 miles 64 chains, which will connect the Company's Portobello and St. Leonards Branches, by the south of Edinburgh, with the Edinburgh and Glasgow Railway, in the parish of St. Cuthbert's, and with the authorised line of the Esk Valley Railway, in the parish of Lasswade; and two new roads in the parish of St. Cuthbert's, and at the village of Gilmerton;

To run over the Esk Valley Railway, and to use its stations.

Sections 3, 4, and 9. With respect to the proposed powers to the North British Railway Company to raise 195,000*l.* by shares, in respect of part of the Company's existing capital (formerly of the Edinburgh, Perth, and Dundee Railway Company), and to borrow 65,000*l.*, it is to be observed, that borrowing powers have already been granted, and are vested (either exercised or unexercised) in the North British Railway Company, in respect of the authorised share capital formerly of the Edinburgh, Perth, and Dundee Railway Company; and that it appears by the return made by the North British Railway Company of their authorised share and loan capital, as on 31st December 1863 (Parliamentary Paper, No. 20, of 1864), that the Company were then authorised to have a loan capital of 3,551,171*l.* in respect of a share capital of 8,729,792*l.* only. The arrangements proposed in this Bill would enable the Company to add 65,000*l.* to their mortgage debt, without any addition to their already authorised share capital. Observations.

Section 18. Reference may be made to the Observations on “Dimensions of Bridges,” in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, page 25.

Section 22. See Observations on “Running Powers,” in the above-mentioned General Report, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Lasswade, &c.
Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North Staffordshire Railway Bill.

THE objects of this Bill are to enable the North Staffordshire Railway Objects.
Company—

To raise further sums of 300,000 *l.* by shares, and 100,000 *l.* by loan :

To make the following Railways, viz. :—

(No. 1), length 6 miles 9 chains, from a junction with the Company's
existing Hanley Branch at Stoke-upon-Trent to a junction with their
Pottery line, near its Harecastle Station :

(No. 2), length 1 mile 61 chains, from Audley to a junction with the
Company's Crewe Branch, in the parish of Barthomley :

(No. 3), a Tramway, length 4 chains, from the Lane-end Tramway to
the Fenton Park Company's Premises in the parish of Stoke-upon-Trent :

To abandon the construction of a part between Audley and Barthomley of a
line authorised by “The North Staffordshire Railway (New Works) Act,
1864 : ”

To maintain as part of the Company's Undertaking (but to be used with
horse-power only) the Colliery Branch Railway from the Company's Longton
Goods Station to the Golden Hill Colliery at Great Fenton :

To acquire the mines and minerals under the Harecastle Tunnel, or under
any part of the Trent and Mersey Navigation, by means of the provisions of the
“Railways Clauses Consolidation Act, 1845,” which the Bill substitutes for the
existing provisions relating to mines under those portions of the Company's
Undertaking.

Section 18. Reference may be made to the observations on “Dimensions of Observations.
Bridges,” in the General Report of the Board of Trade on Railway, &c. Bills of
this Session, page 25.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[North Staffordshire Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Okehampton Railway (No. 1) Bill.

THE objects of this Bill are, to enable the Okehampton Railway Company— Objects.

To raise further sums of 350,000 *l.* by “Extension Shares,” and 116,600 *l.* by loan, as a separate capital :

To make narrow gauge Railways, Nos. 1, 2, and 4, of an aggregate length of 31 miles 4 chains, from a double junction with the Company’s authorised line at Sampford Courtnay, to the eastern side of the town of Bude, and also to Bude Haven ; and No. 3, length 10 miles 11 chains, from the intended Railway No. 1, at Meeth, to Great Torrington :

To enter into working and traffic arrangements with the London and South Western Railway Company.

Section 18. After “Act,” in the first line, should be added “and of the Acts Observations.
and parts of Acts incorporated herewith.”

Sections 20 and 21. With regard to the numerous bridges proposed to be constructed of less width than would be required by the Railways Clauses Consolidation Act, 1845, Sections 49 and 50 (*viz.*, 35 feet for a turnpike road, and 25 feet for a public or parish road), reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, *viz.* :—

No. 2 terminates on the foreshore of Bude Haven.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845 ;” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

See above, under Section 18.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Okehampton Railway (No. 1) Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ That the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Okehampton Railway (No. 2) Bill.

THE objects of this Bill are to enable the Okehampton Railway Company— Objects.

To raise further sums of 600,000 *l.* by “ Devonport and Plymouth Extension ” shares, and 200,000 *l.* by loan, as a separate capital :

To make the several narrow gauge Railways, described in section 19 of the Bill, of an aggregate length of 25 miles 71 chains, consisting of an Extension of the Company’s authorised line from Lidford to Tavistock, Devonport, and Plymouth, with Branches to Sutton Pool and Keyham Lake :

To enter into working and traffic arrangements with the London and South Western Railway Company.

Section 18. After “ subject to the provisions of this Act ” should be inserted Observations.
“ and of the Acts and parts of Acts incorporated herewith.”

Sections 22 and 23. Reference may be made to the observations on “ Dimensions of Bridges ” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

No. 3 crosses two creeks on the east side of the River Tavy at Blackstone and Tamerton Foliot.

No. 5 crosses Stonehouse Mill Pool :

No. 7 terminates upon the quay of the Harbour of Sutton Pool :

No. 8 crosses Keyham Lake.

Such interferences render necessary the incorporation in the Bill of “ The Railways Clauses Consolidation Act, 1845,” and of sections 13 to 19, both inclusive (“ Protection to Navigation ”), of “ The Railways Clauses Act, 1863.

The Bill proposes to incorporate both of these enactments.

With regard to the proposed interferences with Stonehouse Mill Pool, Sutton Pool, and Keyham Lake, it may be observed that the intended works will be within that portion of the River Tamar and Harbour of Devonport over which the Admiralty have retained their jurisdiction.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Okehampton Railway (No. 2.) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Shrewsbury and North Wales Railway Bill.

THE objects of this Bill are to enable the Shrewsbury and North Wales Railway Company—

To raise further sums of 100,000*l.* by shares, and 33,000*l.* by loan :

To create preferred and deferred half shares in the Company's existing and additional capital :

To make a deviation, length 72 chains, in one of the Company's lines, authorised in 1864, in the parishes of Llan-y-mynech and Llan-y-blodwell :

To alter the levels of certain parts, of the aggregate length of one mile, of their authorised lines of 1862, 1863, and 1864 :

To alter the radii of certain curves in one of their lines authorised in 1864 :

To divert a public road at Kinnerley on their line authorised in 1862 :

Sections 4 and 10. With respect to the proposed power to create preferential capital for the purposes of the Company's Acts generally, which include original and additional Railways, it is to be observed that the Company have not opened their original line for traffic. Observations.

Section 29. It appears to be a question to what works the period of *four* years is intended to apply, inasmuch as all the works to be authorised by this Bill appear to be in substitution for some portion of works authorised by other Acts.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Shrewsbury and North Wales Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Shrewsbury and Potteries Junction Railway Bill.

THE objects of this Bill are to incorporate the “Shrewsbury and Potteries Junction Railway Company,” with a capital of 400,000*l.*, in 10*l.* shares and 133,300*l.* by loan, and with powers—

To make the several Railways, described in Section 25 of the Bill, of an aggregate length of 23 miles 31 chains, comprising a main line, length 16 miles 6½ chains, from a junction with the authorised line of the Wellington and Drayton Railway, at Market Drayton, to a junction with the Shrewsbury and Crewe line of the London and North Western Railway at the north of Shrewsbury, and lines to connect the former with the Shrewsbury and Wellington Joint Line, and the Shrewsbury and North Wales, the Shrewsbury and Welshpool, the Shrewsbury and Hereford, and the Severn Valley Railways:

To run over portions of the Wellington and Drayton, the Nantwich and Market Drayton, and the North Staffordshire Railways, and to use their stations at Market Drayton and elsewhere on those portions of Railways:

To enter into working and traffic arrangements with the Great Western, the London and North Western, the Nantwich and Market Drayton, the North Staffordshire, the Shrewsbury and North Wales, and the Shrewsbury and Welshpool Railway Companies.

Section 24. After “subject to the provisions of this Act” should be added Observations. “and of the Acts and parts of Acts incorporated herewith.”

Section 40. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on the Railways, &c., Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Shrewsbury and Potteries Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Southam Railway Bill.*
 2. *South Devon Railway Bill.*
-

1. *Southam Railway Bill.*

THE object of this Bill is to authorise the Southam Railway Company to enter into working and traffic arrangements with the Great Western and the London and North Western Railway Companies with respect to the authorised Southam Railway.

No observation by the Board of Trade appears necessary.

2. *South Devon Railway Bill.*

The objects of this Bill are, to enable the South Devon Railway Company—

To raise further sums of 225,000 *l.* by shares and 75,000 *l.* by loan :

To make a broad gauge Branch Railway, length 30 chains, to the Exeter Canal Basin, at Exeter, to which rails for the narrow gauge, and a connection with the line of the London and South Western Railway Company at Exeter, are to be added, when required by that Company :

To enlarge and improve the Company's Stations at South Brent and Teignmouth :

To widen and enlarge their bridge over the River Avon, near the Brent Station, two road bridges near the same station, and certain street bridges over the Railway at West Teignmouth :

To alter or divert portions of Clay Lane and Park Street, and convert into open cutting their Railway between Shute Hill and the West side of Willow Street, West Teignmouth :

To enter into agreements with the Corporation of Exeter with reference to the construction of Tramways on the quays of the Exeter Canal Basin :

To enter into working and traffic arrangements with the Teign Valley Railway Company :

To make and carry into effect agreements for the amalgamation with the Company, at any time hereafter, of the Teign Valley and the South Devon and Tavistock Railway Companies ; and to create new shares for those purposes :

To establish a Superannuation Fund and a Guarantee Fund for the benefit of the Company's officers and servants.

The Bill further imposes a penalty on persons trespassing on the Company's Railways after warning ; and extends the time for sale of superfluous lands.

Observations.

Section 9. This Bill does not appear to contain any explanation of the ground on which it is proposed that the new borrowing power may be exercised in part before the whole of the new share capital is subscribed for.

Sections 23 and 27. Reference may be made to the observations on "Amalgamation, Sale and Lease," including those on "Public Notice of Transfer," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 23 and 24.

Sections 25 and 29. The Bill does not contain the usual restriction that the capital created by an amalgamation shall not exceed the sum of the capitals of the two amalgamating Companies. It is further to be observed with reference to the authorised subscription by the South Devon Railway Company to the South Devon and Tavistock Railway Company's capital, that the practice of Parliament would require the deduction from the joint capital of the amount of shares in the latter Company held by the former Company.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Southam Railway Bill*.]
[2. *South Devon Railway Bill*.]
-

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Spalding and Bourn Railway Bill.

The objects of this Bill are, to enable the Spalding and Bourn Railway Objects.
Company—

To raise further sums of 255,000*l.* by shares, and 85,000 *l.* by loan :

To make the following Railways :—

(No. 1.) Length 18 miles 36 chains, from a junction with the Company's authorised Line at Bourn, to a junction with the Midland Railway, near its Saxby station ;

(No. 2.) Length 18 chains, from No. 1 to the Great Northern Railway, near its Little Bytham station ;

(No. 3.) Length 71 chains, at Spalding, to connect the authorised line of the Spalding and Bourn Railway and the Norwich and Spalding Railway :

To use the Little Bytham and Bourn Stations of the Great Northern Railway, and the Saxby Station of the Midland Railway ; and to run over portions of the Great Northern and the Midland Railways, between the intended junctions and the Little Bytham and Saxby Stations respectively :

To have traffic facilities, by through rates and carriages, on the Norwich and Spalding and the Lynn and Sutton Bridge Railways ;

And to enter into working and traffic arrangements with the Great Northern and the Midland Railway Companies.

Section 6. With respect to the proposed power to create preferential capital Observations.
for the new Railways, it is to be observed that the Company have not opened their original line.

Section 27. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Spalding and Bourn Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Spilsby and Firsby Railway Bill.*
 2. *Stafford and Uttoxeter Railway Bill.*
-

1. *Spilsby and Firsby Railway Bill.*

THE objects of this Bill are to incorporate the “ Spilsby and Firsby Railway Company,” with a capital of 25,000 *l.* in 10 *l.* shares, and 8,333 *l.* by loan, and with powers—

To make a Railway, length 4 miles 7 chains, from a junction with the East Lincolnshire section of the Great Northern Railway, a short distance south of its Firsby Station, to Spilsby :

To run over the portion of the Great Northern Railway, between the intended junction and the Firsby Station, and to use that Station :

To enter into working and traffic arrangements with the Great Northern Railway Company.

Sections 27, (relating to alteration of engineering works) Sections 42, 47, (relating to agreements) and Sections 48 and 49, (relating to the junction) would be properly omitted from this Bill, in order that those several matters might be left to be regulated by the provisions relating to them, contained in Parts I. and III. of “ The Railways Clauses Act, 1863,” incorporated with this Bill. Observations.

2. *Stafford and Uttoxeter Railway Bill.*

THE objects of this Bill are to enable the Stafford and Uttoxeter Railway Company—

To raise further sums of 50,000 *l.* by shares, and 16,600 *l.* by loan :

And to divide the shares in their existing and proposed capitals into preferred and deferred half shares.

No observation of the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Spilsby and Firsby Railway Bill.*]
[2. *Stafford and Uttoxeter Railway Bill.*]
-

TURNER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Swansea and Aberystwith Junction Railway Bill.

THE objects of this Bill are to enable the Swansea and Aberystwith Junction Objects.
Railway Company, incorporated in 1864—

To raise further sums of 57,000*l.* by shares, and 19,000 *l.* by loan :

To divide the new shares, and shares in their existing capital, into “ Preferred ”
5 per cent. half shares, and “ Deferred ” half shares :

To make a new Railway, length 7 miles 13 chains, to connect the Company’s authorised line at Taliaris, in the parish of Llandeilo Fawr with the Vale of Towy Railway, at Llandingot, near Llandovery ; and also new Railways of an aggregate length of 11 miles 16½ chains, to connect the Company’s authorised line with the authorised line of the Manchester and Milford Railway near Lampeter, and near Llanddewi Brefi, and to be a substitution for the terminal portion of Railway No. 1, and the whole of Railway No. 2, authorised by this Company’s Act of 1864 :

To run over the Vale of Towy Railway between the intended junction and Llandovery, and the Manchester and Milford Railway between the intended junction and Llanidloes and Aberystwith, and to have traffic facilities by through booking and otherwise over the whole of those two Railways.

Section 43. Reference may be made to the observations on “ Running Powers ” Observations.
in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea and Abergystwith Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Swansea Canal Transfer Bill.

By this Bill it is proposed—

That the portion which belongs to the Swansea Canal Navigation Company of the Canal, length 17 miles, authorised in 1794 from Swansea to Pentawe, in the parish of Ystradgunlais, shall be vested, as from 1 July 1865, in the Neath and Brecon Railway Company, by way of lease, for 999 years, in consideration of a yearly payment of 9,000 *l.* to the Canal Company ; and that the portion of the same Canal in the fee of Trewyddfa, which belongs to the Duke of Beaufort, may, with the Duke's consent, be purchased by the Neath and Brecon Railway Company, and for the purpose of such purchase the last-mentioned Company are to be empowered by the Bill to raise further sums of 50,000 *l.* by shares, and 16,600 *l.* by loan. Objects.

Reference may be made to the observations on “ Railway and Canal Companies,” in the General Report of the Board of Trade on the Railway &c. Bills of this Session, page 25. Observations.

The union of railways with canals was a subject which came under the consideration of the Select Committees of the House of Commons appointed in 1846 and 1853, to consider the principle of amalgamation as applied to Railway, or Railway and Canal Bills. Observations on that subject will be found in the Second Report of the former Committee, and in pages 10 and 11 of the Fifth Report of the latter Committee, which may be here referred to

Should it be considered that a transfer of the Swansea Canal to the Railway Company may be permitted, it would become a subject for consideration whether this Bill contains adequate provisions for securing to the public the permanent use of the present water route by the Canal and its branches, at fair and moderate rates of charge.

As regards the security that should be provided for the maintenance of the waterway, and the conveniences connected with it, including the supply of water, in an efficient condition, it may be observed that this Bill does not contain the provisions that the lease shall contain the proper covenants by the lessees, and that the lessees shall duly maintain the navigation and preserve the supply of water, which are usually inserted in Bills of this kind. See sections 13-18 of the “ Lancaster Canal Transfer Act, 1864,” c. 288 (Local).

As regards regulating the charges for traffic on a canal after it has become vested in a Railway Company, the principle laid down on this subject by the Select Committee of the House of Commons on Railway and Canal Bills, 1853, above referred to, is stated in the following terms in their Fifth Report, p. 11 ; viz., “ That while the shareholders [in the Railway Company] should be permitted to extract from the canal the greatest profit which it is capable of returning them by the development of the water carriage, they are not entitled to charge such rates on the canal as would necessarily divert the traffic from

the canal to the railway, and render inaccessible to the public the advantages of water communication. This consideration is the more important, from the bearing which such a practice upon one link of a chain of inland navigation must obviously have upon canals, the property of independent companies, but constituting other and perhaps distant links in the same line of communication."

To give effect to the principle so stated, various methods have been adopted in different cases.

In the case of the Trent and Mersey Canal, the North Staffordshire Railway Company were restricted from making higher charges for the Canal than were being made by its former proprietors at the time of the transfer (a Schedule of such maximum charges being annexed to the Act): and they were also expressly prohibited from giving any preference to traffic on their Railway over traffic on the Canal; and power was vested in the Board of Trade of regulating, upon complaint made, the charges for, and the user of, the Canal (9 & 10 Vict. c. 84, ss. 38 and 39).

As to the particular precautions which should be adopted in this case, whether by limiting the charges which may be made upon the Canal to rates not exceeding those which may be charged at the passing of the Bill, or by subjecting the Canal rates to revision at any time by a public department, or otherwise, my Lords are not in a condition to make any further suggestion, as they do not possess the opportunities which the Committee on the Bill will have of examining all the circumstances, and of hearing all parties interested.

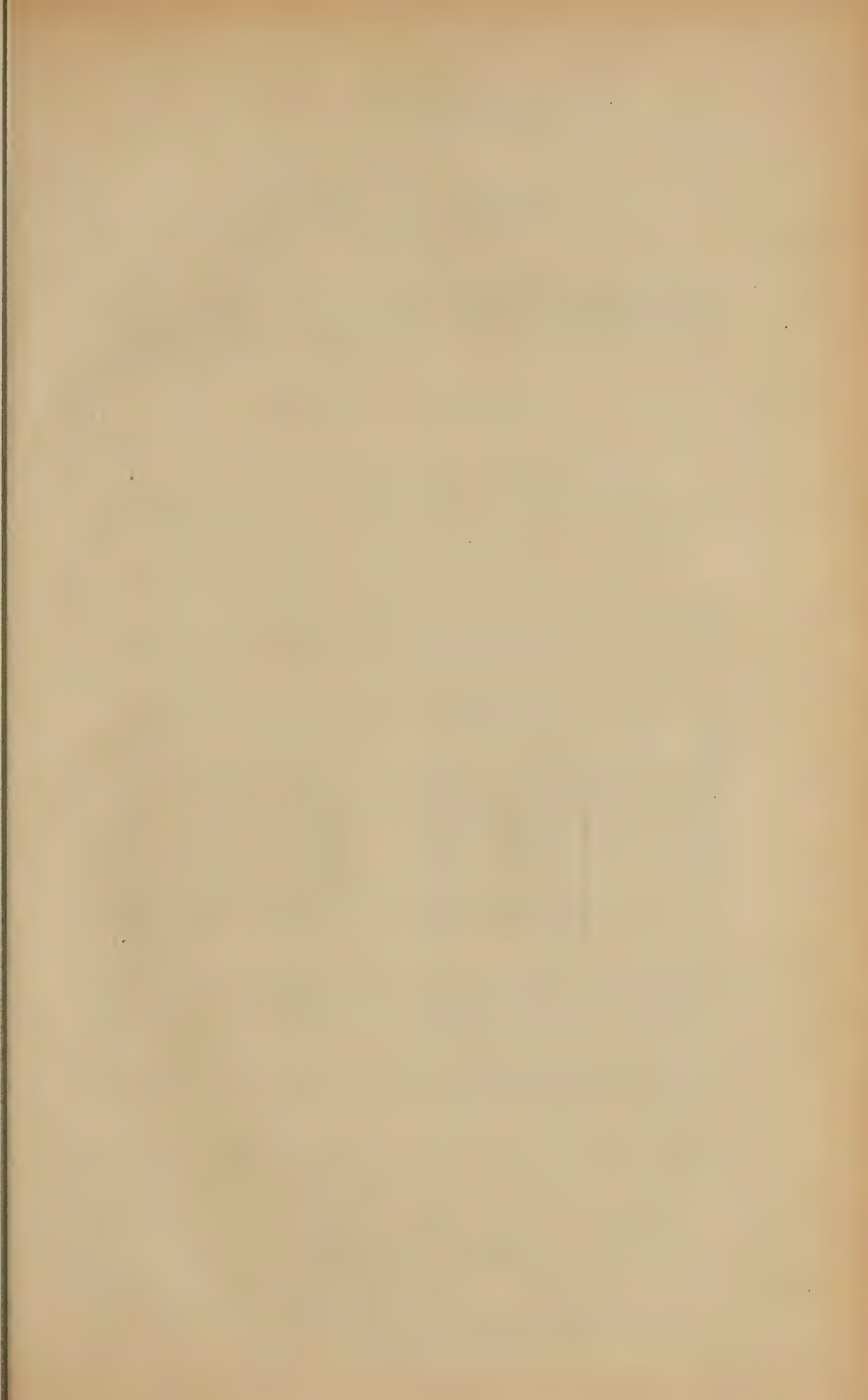
Section 5 (in its second line) refers to "the execution of the lease hereinafter mentioned." There does not, however, appear to be any other provision in the Bill for the execution of a deed of lease of the Canal.

Section 11. It may deserve consideration whether the reservations of this clause should not be extended to general Acts relating to Canals or Navigations (such as "The Railway and Canal Traffic Act, 1854"), and to revision or alteration by Parliament of the maximum rates authorised to be taken in respect of the Swansea Canal.

Section 15. It may deserve consideration, whether there should not be added to the Bill, a clause for a general saving of rights and claims against the Canal Company, similar to Section 55 in Part V., relating to amalgamation, of "The Railways Clauses Act, 1863."

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*Sooamsea Canal Transfer Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Vale of Crickhowell Railway (Eastern Extension) Bill.

The objects of this Bill are, to enable the Vale of Crickhowell Railway Com- Objects.
pany, incorporated in 1864—

To raise further sums of 150,000 *l.* by shares, and 50,000 *l.* by loans :

To make the following Railways, viz. :

(No. 1.) Length 3 miles and 72 chains, from a junction with the Com-
pany's authorised line at Llanfoist to the Newport, Abergavenny, and
Hereford line of the Great Western Railway at its Penpergwm Station ;

(No. 2). Length 6 miles 60 chains, from (No. 1), near its terminus, to
the Coleford, Monmouth, Usk, and Pontypool Railway, at Raglan Castle
Station ;

(No. 3). Length 32 chains from (No. 2), near its commencement, to the
Newport, Abergavenny, and Hereford Railway, at the Penpergwm Station :

To enter into working and traffic arrangements with the Great Western, the
London and North Western, the Merthyr, Tredegar, and Abergavenny, the
Brecon and Merthyr Tydfil Junction, the Neath and Brecon, and the Hereford,
Hay, and Brecon Railway Companies :

To run over the Merthyr, Tredegar, and Abergavenny Railways, and the por-
tion of the Coleford, Monmouth, Usk, and Pontypool Railway, eastward of the
Raglan Castle Station.

Section 21. As regards the proposed power to contract with other Companies, Observations.
with respect to the *construction* of the Company's Railways, it is to be observed,
that it is the practice of Parliament to leave the execution of the works to the
Company who obtain power to take lands, and to raise money for the purpose.

Section 24. Reference may be made to the observations on “ Running Powers,”
in the General Report of the Board of Trade on Railway, &c. Bills of this Session,
page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Crichlowell Railway (Eastern Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Vale of Neath Railway (Swansea Lines, &c.) Bill.

The objects of this Bill are to enable the Vale of Neath Railway Company— Objects.

To raise, for the purpose of this Bill, 100,000 *l.* by shares, and 33,000 by loan ;
and for general purposes, further sums of 200,000 *l.* by shares, and 66,600 *l.* by
loan :

To make two short Railways, in the Parish of Swansea, together 28 chains in
length ; and additional station and wharfage accommodation at Swansea :

To confirm an Agreement (set forth in a Schedule) purporting to be made
under the Vale of Neath Railway Act, 1859, for vesting the undertaking of the
Aberdare Valley Railway Company in the Vale of Neath Railway Company, as
from 1st January 1864 :

To dissolve the Aberdare Valley Railway Company, and to provide for the
payment of annuities to the shareholders of that Company, by the Vale of Neath
Railway Company :

To confirm an Agreement (set forth in a Schedule) between the Company and
the London and North Western Railway Company, for the use by the latter
Company of the Vale of Neath Railway, and for through rates and through
booking.

The Bill further proposes to repeal the special provisions against trespassing on
the Railway, contained in the Vale of Neath Railway Company's Act of 1862,
and to substitute still more stringent enactments against trespassing, when a
locomotive engine is within sight or hearing.

Section 4. The issuing of any new share is not made subject to the usual Observations.
condition of payment of one-fifth of its amount.

Section 17. These unusual powers of deviation, exceeding those that the
Company would have under the 15th section of “ The Railways Clauses Consoli-
dation Act, 1845,” appear to be questionable, more especially as the proposed
Railways are within the town of Swansea.

Section 22. With respect to the transfer of the Aberdare Valley Railway to
the Vale of Neath Railway Company to be effected by this clause, it is to be
observed that “ The Vale of Neath Railway Act, 1859,” which originally authorised
such transfer, contains some of the usual provisions with respect to such change
of ownership, but it does not contain the usual general saving of rights and
claims, such as is contained in Section 55 of “ The Railways Clauses Act, 1863.”
It may deserve consideration, therefore, whether Part Five of the Act of 1863,
relating to “ amalgamation,” should not be incorporated with this Bill.

Section 48. If the new penalties against trespassing proposed in this clause be adopted by Parliament, it would seem to be desirable that the Bill should contain some more definite description of the places at which notice of the new enactment is to be given than that proposed in this clause, viz. "conspicuous places at and near to places where the practice [of trespassing] has prevailed."

The Bill should require the Company not only to affix the notice, but to keep it affixed at the prescribed places.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Neath Railway (Swansea Lines, &c.) Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Vale of Neath Railway (Transfer, &c.) Bill.

THE object of this Bill is to effect an amalgamation of the Vale of Neath Railway Company with the Great Western Railway Company, as from 1st January 1865, by dissolving the Vale of Neath Railway Company, and vesting their undertaking in the Great Western Railway Company; the proprietors in the former Company becoming Great Western (Vale of Neath) proprietors, holding the like shares or stocks, in the Great Western Railway Company, and entitled to have placed to their revenue account 5·0625 parts of 100, in the joint revenue of the Company, but not in any year less than 85,000 *l.* Objects.

Reference may be made to the observations on “Amalgamation, Sale, and Lease,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, pages 23 and 24. Observations.

Sections 3–21. It may deserve consideration whether, by incorporating with this Bill Part Five, relating to amalgamation, of “The Railway Clauses Act, 1863,” Sections 3–21 might not be usefully omitted from this Bill.

Section 22. It would be in accordance with the practice of Parliament to set forth in this Bill the present particulars of the share and loan capital, and unexercised money powers of the Vale of Neath Railway Company, and the amount of that Company’s share capital held by the Great Western Railway Company in respect of authorised subscription by the South Wales Railway Company (stated in “The South Wales Railway Capital Act, 1851,” to be 127,780 *l.*).

It is to be observed that, if any part of the share capital of the Vale of Neath Railway Company is now held by the Great Western Railway Company, or by any section of proprietors in that Company, in respect of a subscription, regard should be had to the amount of such subscription in defining the amount of the aggregate capital of the United Company.

With reference to the authorised tolls, &c. on the Vale of Neath Railway, it may be observed that they appear to be those defined in the Company’s Act of Incorporation of 1846 (9 & 10 Vict. c. 341, Local); that there is no graduated scale of maximum charges for “small parcels,” but for less than 500 lbs. the Company “may demand any sum they think fit”; and that the greatest weights of luggage which passengers may take with them free from charge are, 1st class 100 lbs., 2d class 60 lbs., 3d class 40 lbs.

In “The Great Western Railway (South Wales Amalgamation) Act, 1863,” (c. 198) is contained a provision (s. 64) authorising the revision by the Board of Trade of the tolls, &c., to be taken by the united Company, when “the clear annual profits divisible upon the subscribed and paid-up capital stock of the united Company upon the average of the three then last preceding years shall equal or exceed the rate of 6 per cent.”

It would seem to be desirable that this Bill should state explicitly whether the addition to the capital of the “United Company” to be made by this Bill is or is not to be included for the purposes of the above-mentioned provision.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Neath Railway (Transfer, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;]

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this SESSION.”

1. *West Riding and Grimsby Railway Bill.*
 2. *West Sussex Junction Railway Bill.*
-

1. *West Riding and Grimsby Railway Bill.*

THE objects of this Bill are—

Objects.

To repeal the provision in the West Riding and Grimsby Railway Company's Act of 1862, that their intended Branch Railway to join the Lancashire and Yorkshire Railway Company's line at Crofton should not be constructed without the latter Company's consent :

To extend the time for compulsory purchase for the purposes of that Branch Railway :

To enable the West Riding and Grimsby Railway Company to raise further sums of 50,000 *l.* by shares, and 16,000 *l.* by loan :

To authorise the like guarantee by the Manchester, Sheffield, and Lincolnshire Railway Company of the additional share and loan capital under this Bill, as was authorised by the Act of 1862 with respect to the West Riding and Grimsby Railway Company's original share and loan capital.

No observation by the Board of Trade appears necessary.

2. *West Sussex Junction Railway Bill.*

THE object of this Bill is to enable the West Sussex Junction Railway Company to make a Deviation, length 2 miles 37 chains, in their authorised line between its commencement and Storrington, in order that it may commence by a junction with the Mid-Sussex Railway at Pulborough, in lieu of the authorised double junction with that Railway at Hardham.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *West Riding and Grimsby Railway Bill.*]
[2. *West Sussex Junction Railway Bill.*]
-

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Whitehaven, Cleator, and Egremont Railway Bill.

THE objects of this Bill are to enable the Whitehaven, Cleator, and Egremont Railway Company— Objects.

To raise further sums of 15,000 £, by shares, and 5,000 £. by loan :

To make two Railways or Tramways, lengths 74 chains and 24 chains respectively, in extension of their present Railway, to points in the mineral district of Biggrigg Moor, in the parish of Egremont.

Having regard to the incorporation by Section 2 of this Bill, of Part II., relating to additional capital, of “The Companies Clauses Act, 1863,” the several Sections of this Bill, 9, 10, 11, 12, 13, 16, and 19, appear to be unnecessary, and might be properly omitted, to obviate doubt that might otherwise arise as to the extent to which the corresponding Clauses 17, 18, 19, 20, 21, 14, and 13 of the General Act of 1863 will take effect by incorporation with the Bill. Observation.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Whitehaven, Cleator, and Egremont Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Whitehaven Junction, and Cockermouth and Workington Railways Bill.*
 2. *Whitehaven Junction Railway Bill.*
-

1. *Whitehaven Junction, and Cockermouth and Workington Railways Bill.*

THE objects of this Bill are—

Objects.

To give effect to an intended lease of the Cockermouth and Workington Railway Company's undertaking, to the Whitehaven Junction Railway Company for 1,000 years, from 1 January 1865, on terms set forth in the Schedule to this Bill :

And to enable the latter Company to raise further sums of 30,000 *l.* by shares, and 10,000 *l.* by loan.

Reference may be made to the observations on “Amalgamation, Sale, and Observations, Lease” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 23 and 24.

2. *Whitehaven Junction Railway Bill.*

THE objects of this Bill are to enable the Whitehaven Junction Railway Company—

Objects.

To enlarge and improve their Station at Whitehaven, and to make an extension of their Railway, length 18 chains, into that Station.

To raise further sums of 50,000 *l.* by shares, and 16,600 *l.* by loans, to be applied in executing the purposes of the Bill, and in discharging the debts and liabilities of the Company.

Sections 9 and 15. With respect to the proposed powers to create new shares and mortgages, it is to be observed that this Bill neither incorporates any of the provisions of “The Companies Clauses Consolidation Act, 1845,” with respect to share and loan capital, nor does it make applicable to the new shares and mortgages any provisions of this Company's Act of Incorporation, 7 & 8 Vict. c. 64, which was anterior to “The Companies Clauses Consolidation Act, 1845.”

At the same time, Section 15 of this Bill refers to the 40th Section of the last-mentioned Act as applicable to the new mortgages.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Whitehaven Junction, and Cocker-
mouth and Workington Railways Bill.*]
 - [2. *Whitehaven Junction Railway Bill.*]
-

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson,*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Worcester, Dean Forest, and Monmouth Railway Bill.*
 2. *Wrexham and Minera Railway Bill.*
-

1. *Worcester, Dean Forest, and Monmouth Railway Bill.*

By this Bill it is proposed to authorise the Worcester, Dean Forest, and Monmouth Railway Company, incorporated in 1863— Objects.

To raise further sums of 120,000 *l.* by shares, and 40,000 *l.* by loan, to be applied for constructing a double line on such portions of the Company's Railway as they think necessary, additional sidings, stations, and other works :

To make two Deviations of an aggregate length of 3 miles 18 chains, in the line of the Company's Extension to Gloucester, authorised in 1864, whereby that Extension will join the Gloucester and Dean Forest line of the Great Western Railway, near and at the west of its bridge over the River Severn, at Churcham, near Gloucester.

No observation by the Board of Trade appears necessary.

2. *Wrexham and Minera Railway Bill.*

THE objects of this Bill are to enable the Wrexham and Minera Railway Company— Objects.

To raise further sums of 60,000 *l.* by shares, and 20,000 *l.* by loan :

To make Railways (No. 1), length 2 miles 69 chains, from a junction with the Minera Branch of the Great Western Railway at Brighton, to a junction with the Tridd or Leeswood Branch of the Mold Railway at Treddyn; and (No. 2), length 1 mile 5 chains, from the Tridd or Leeswood Branch, to the Mold Railway, wholly in the parsh of Mold :

To enter into working and traffic arrangements with the Great Western and the London and North Western Railway Companies.

The Bill further provides that each of—

The Great Western and the London and North Western Railway Companies may subscribe 30,000 *l.* in the Company's undertaking, and may raise the amount by new shares.

Section 17. The Bill does not appear to make the powers of the Great Western and the London and North Western Railway Companies to issue any new share dependent on the usual condition of previous payment of one-fifth of the amount of such share.

Section 25. After “ the Acts,” in the second line, should be added “ wholly or partially,” as in Section 22.

Board of Trade,
February 1865.

James Booth.

Observations.

RAILWAY AND CANAL, &c. BILLS.

[1. Worcester, Dean Forest, and Monmouth
Railway Bill.]

[2. Wrexham and Minera Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Wrexham, Mold, and Connah's Quay Railway (Dee Valley Branch) Bill.

THE objects of this Bill are to enable the Wrexham, Mold, and Connah's Objects.
Quay Railway Company—

To raise farther sums of 90,000 *l.* by new shares, and 30,000 *l.* by
loan :

To attach a preference to the new shares, and also to any shares to be
issued in lieu of cancelled or forfeited shares under any of the Com-
pany's Acts :

To make a Railway, length 7 miles 77 chains, from the Company's
Extension Line, authorised in 1864, to Farndon, in Cheshire :

To enter into working and traffic arrangements with the Drayton
Junction Railway Company.

The Bill further provides that the Drayton Junction Railway Company may
subscribe for 30,000 *l.* in the Company's capital, and raise money for that
purpose by new shares ; and may guarantee interest or dividend on all or any
part of the Company's capital.

Section 4. With respect to the proposed power to create preferential capital Observations.
for new purposes, it is to be observed that the Company have not opened their
original line.

Section 5. It is not usual to give to a Company, as here proposed, a general
power of issuing with a preference new shares in lieu of cancelled or forfeited
shares, without setting forth in the Bill the existing state of the Company's
authorised capital issued and unissued, in order to show the greatest amount of
preferential capital which may be created under such power.

Section 26. With respect to the proposed power to the Drayton Company to
give a guarantee in respect of the capital of the Wrexham Company, it is to be
observed that the former Company have not opened their original line.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Wrexham, Mold, and Connell's Quay Railway (Dee Valley Branch) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Wrexham, Mold, and Connah's Quay Railway (New Lines) Bill.*
 2. *Wycombe Railway Bill.*
-

1. *Wrexham, Mold, and Connah's Quay Railway (New Lines) Bill.*

THE objects of this Bill are to enable the Wrexham, Mold, and Connah's Objects.
Quay Railway Company—

To raise further sums of 10,000 *l.* by new shares, and 70,000 *l.* by loan:

To attach a preference to the new shares, and to any shares to be issued in lieu of cancelled or forfeited shares, under any of the Company's Acts:

To make the seven new Railways, of an aggregate length of 18 miles 18 chains, described in Section 18 of this Bill, to be respectively connected with the Company's authorised lines, and with the Mold Branch and the Ffrith Branch of the Chester and Holyhead Railway, and with the Shrewsbury and Chester Line, and the Brymbo Branch of the Great Western Railway:

To lay a second line of rails on the Mold Branch, between the Mold and Padeswood Stations, and to agree with the London and North Western Railway Company, with respect to the construction and management of a joint station at Mold:

To abandon the construction of a part of the Company's authorised Branch to Brymbo:

To run over the Mold Branch (including its Ffrith Branch) of the Chester and Holyhead Railway, the Buckley Railway, the Wrexham and Minera Railway, and a portion of the Shrewsbury and Chester Line, at and near Ruabon.

Section 4. With respect to the proposed power to create preferential capital Observations.
for new purposes, it is to be observed, that the Company have not opened their original line.

Section 5. It is not usual to give to a Company, as here proposed, a general power of issuing with a preference new shares in lieu of cancelled or forfeited shares, without setting forth in the Bill the existing state of the Company's authorised capital issued and unissued, in order to show the greatest amount of preferential capital which may be created under such power.

Section 22. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 28. Reference may be made to the observations on “Running Powers” in the above-mentioned General Report, page 24.

2. *Wycombe Railway Bill.*

Objects.

THE objects of this Bill are to incorporate "The Wycombe Railway Extension Railway Company," with a capital of 300,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan, and with powers—

To make Railways No. (1), length 11 miles 65 chains, from a junction with the Wycombe Railway near and at the east of its Loudwater Station, to a junction with the Uxbridge Branch of the Great Western Railway, at Uxbridge, and (No. 2), length 2 miles 67 chains, from a double junction with the Wycombe Railway, near its Marlow-road Station, to Great Marlow :

To enter into working and traffic arrangements with the Great Western Railway Company.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Wreatham, Mold, and Connali's Quay Railway (New Lines) Bill.*]
[2. *Wycombe Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of this Session.”

Abergavenny and Monmouth Railway Bill.

THE objects of this Bill are to incorporate “The Abergavenny and Monmouth Railway Company, with a capital of 150,000 *l.* in 20 *l.* shares, and 49,900 *l.* by loans, and with powers—

Objects.

To make a Railway, length 12 miles 60 chains, from the West Midland Section of the Great Western Railway at Abergavenny to the Coleford Monmouth, Usk, and Pontypool Railway, at Dingstow :

To run over the portion of the Coleford, Monmouth, Usk, and Pontypool Railway, from the intended junction at Dingstow, to its authorised junction with the Worcester, Dean Forest, and Monmouth Railway, over the portion of the West Midland Line of the Great Western Railway, from the intended junction therewith to Abergavenny ; and over the portion of the Merthyr, Tredegar, and Abergavenny Railway, from Abergavenny to the authorised junction therewith of the Vale of Crickhowell Railway, and to use the stations on those portions of Railways :

To have traffic facilities by through booking, through carriages, &c., over the lines of the Companies owning or working those portions of Railways :

And to enter into working and traffic arrangements with the Great Western, the London and North Western, the Merthyr, Tredegar, and Abergavenny, the Worcester, Dean Forest, and Monmouth, and the Vale of Crickhowell Railway Companies, or any one or more of them.

Section 41. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade, on the Railway, &c., Bills of this Session, page 24. Observations.

Section 36. With reference to the “six miles” distance in this clause, it may be observed that the proposed “short distance” on the new Railway is fixed by Section 37, at *four* miles.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Abergavenny and Monmouth Railway Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Aberystwith and Welsh Coast Railway (No. 1) Bill.*
 2. *Aberystwith and Welsh Coast Railway (Steamboats) Bill.*
-

1. *Aberystwith and Welsh Coast Railway (No. 1) Bill.*

THE objects of this Bill are to enable the Aberystwith and Welsh Coast Rail- Objects.
way Company—

To acquire, and take tonnage rates for, the Inner Harbour at Portmadoc:

To make the following Railways, viz.—

(A & B), lengths 5 miles 17 chains, and 53 chains, from the Company's existing Aberystwith and Machynlleth Line, near Morben, above the head of the Dovey Estuary, along the northern shore of that Estuary to the Company's Line at Aberdovey, with a landing stage and wharves at that place; and (F), length 1 mile 53 chains, from the Company's Aberystwith and Machynlleth Line, to Cerig-y-Penrhyn, a point in the Dovey Estuary, opposite to Aberdovey, with a landing stage at that point, and wharves at the River Lerry; these lines to be in substitution for the authorised Railway and Embankment across the Dovey Estuary, near Aberdovey:

(C & D) Deviations, lengths 69 chains, and 2 miles 76 chains, in the Company's authorised line at Barmouth, and in the crossing of the Traeth Bach, or Festiniog River:

(E), a new Railway, length 54 chains, from the Company's authorised line to the Harbour at Portmadoc:

To make works of improvements at the Inner Harbour at Portmadoc:

To exercise for an extended time the Company's powers for the construction of Railways Nos. 3 and 4, authorised by their Act of 1861:

To purchase ferries on the rivers Dovey and Mawddach:

To effect an amalgamation of the Corris Railway Company with the Company:

To raise further sums of 120,000 *l.* by shares, and 40,000 *l.* by loan.

It is further proposed by the Bill to repeal the existing prohibition against the conveyance of passengers, and the running of trains at a greater speed than 10 miles an hour, on the Corris Railway.

Section 2. The jurisdiction with respect to lifeboats, and a tide and weather Observations.
gauge, formerly vested in the Lords of the Admiralty, is now vested in the Board of Trade, by virtue of the Harbours Transfer Act, 1862.

Section 24. If the conveyance of passengers on the Corris Railway be authorised, it might be proper that the maximum rates for the conveyance of the several classes, with due amounts of luggage, should be limited by the Bill.

Section 25. Reference may be made to the observations on "Amalgamation, Sale, and Lease," including those on "Public notice of transfer," in the General Report of the Board of Trade on the Railway &c. Bills of this Session, pages 23 and 24.

Sections 32 and 37. It would be in accordance with the practice of Parliament to specify in the Bill the amount which the Corris Company are authorised to raise by borrowing, and by which the borrowing powers of the Aberystwith and Welsh Coast Railway Company will be increased after amalgamation.

Section 35. The terms of this clause might perhaps have the effect of authorising the Company to take the proposed tonnage rates immediately after the passing of the Act, and before they have acquired the Harbour by purchase. It may deserve consideration whether the levying of the rates by the Company should not be expressly deferred till the completion of all, or an adequate part of, the intended works of improvement, in accordance with the 25th and 26th sections of "The Harbours, Docks, and Piers Clauses Act, 1847."

Interference with Tidal Waters.

Tidal waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway (A) crosses the River Dovey, near Pencraig, below Pennall, by a viaduct 103 yards in length, of 14 spans, each 20 feet wide, and 17 feet high, and one opening span 25 feet wide. It also skirts the northern shore of the River Dovey, and the limits of deviation extend into that river throughout the greater part of the length of this Railway.

Railway (B) runs along the wharfs in front of the town of Aberdovey, the limits of deviation extending into the river. The embankment wharf and landing stage will be on the northern foreshore of the river at that place.

Railway (C) skirts the shore at Barmouth, the limits of deviation extending beyond high-water mark.

Railway (E) crosses the Traeth Bach by a viaduct 100 yards in length, with 15 openings, each 20 feet wide, and 10 feet high, and it skirts a portion of the northern foreshore of that marsh.

Railway (F) terminates in a proposed landing stage at Cerig-y-Penrhyn, below high-water mark on the southern side of the Dovey Estuary.

It is also proposed to enlarge the Inner Harbour at Portmadoc, and to construct wharfs and landing places on the east and west sides of the River Lerry.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate all of these enactments.

But reference should be made to the observations on "Works affecting Foreshore or Tidal Waters," in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 26; and, for the reasons there stated, there should be inserted at the commencement of Section 9 of this Bill the words, "Subject and without prejudice to the provisions of the Acts and parts of Acts incorporated with this Act."

In the present case such reservation is the more important, because the deposited plans and sections show spans for the intended viaduct over the River Dovey, which appear to this Board objectionable, as calculated to contract unduly the navigable channel, and which are stated in a Memorial addressed to the Board of Trade, by persons interested in the navigation of the River Dovey, to be less than the breadth of vessels in construction near Pennall, at a part of that river above the proposed viaduct. The Memorial represents that if Railway (A) were to cross the River Dovey a little above Derwenlas, instead of at the proposed place, no obstruction to navigation would be caused by it, and a fixed bridge might be made.

2. *Aberystwith and Welsh Coast Railway (Steamboats) Bill.*

THE objects of this Bill are to authorise the Aberystwith and Welsh Coast Objects.
Railway Company—

To provide work and let steam and other vessels, and to use their vessels for the conveyance of passengers and other traffic between certain ports on the coast of Wales, and any other ports at which the Company may have stations, and any ports on the coast of Ireland; and also for the purpose of ferries on the rivers Dovey and Mawddach; and to enable them to raise further sums of 50,000 *l.* by shares, and 16,600 *l.* by loan.

Section 4 provides, that the Company “ may make, purchase, and hire, and may Observations.
work and use, and may *let for hire*, all such steam and *other ships and vessels*,” &c.

It does not appear to be in accordance with the practice of Parliament in permitting Railway Companies to become carriers by sea, to authorise the use of vessels *other* than steam vessels, or to allow the Company to *let* their vessels for hire, except for voyages between the specified ports. A general power to *let*, such as would be given by the terms of this clause, might enable them to become shipowners to an indefinite extent.

Sections 6 and 7. This Bill does not, as is usual in such cases, specify the distances between the ports to or from which the Company's vessels may ply, the maximum rates that may be charged for passengers of the several classes (which are sometimes fixed with reference to a like mileage on the Company's Railway), or the weights of luggage that passengers may take with them free from charge.

Section 8. The Bill does not contain the usual restriction on the issuing of shares before one-fifth of their amount is paid up.

Section 9. It appears to be the practice of Parliament not to authorise the raising of money by borrowing for the purpose of providing and working steam vessels.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Aberystwith and Welsh Coast Railway*
(No. 1) Bill.]
 - [2. *Aberystwith and Welsh Coast Railway*
(Steamboats) Bill.]
-

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Aylesbury and Buckingham Railway Bill.

THE objects of this Bill are to enable the Aylesbury and Buckingham Objects.
Railway Company—

To raise further sums of 130,000 *l.* by shares, and 43,300 *l.* by loan :

To exercise for an extended period the Company's powers for the construction of the Railway authorised by their Act of 1860 :

And to enter into working and traffic arrangements with the Wycombe Railway Company, and any Companies, lessees of or using that Railway.

Section 17. With respect to the proposed power to this Company to enter into working and traffic arrangements with “The Wycombe Railway Company, the lessees of such last mentioned Company, or any Company who shall for the time being run over or work the Railway of such last mentioned Company,” it may be observed that it appears not to be the practice of Parliament to extend the authority to enter into such arrangements to Companies not named in the Bill. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Aylesbury and Buckingham Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Banbridge Extension Railway Bill.*

2. *Bangor and Llanberis Direct Railway Bill.*

1. *Banbridge Extension Railway Bill.*

THE objects of this Bill are to enable the Banbridge Extension Railway Objects.
Company—

To raise further sums of 175,000 *l.* by ordinary shares, and 58,000 *l.* by loan :

To make the several Railways described in Section 8 of the Bill, of an aggregate length of 16 miles 51 chains, extending the Company's authorised line from Ballyrone to Dundrum, and to Newcastle :

To extend the time for the compulsory purchase of certain lands for the Railways authorised by this Company's Act of 1861 :

To enter into working arrangements with the Ulster Railway Company, and into traffic arrangements with the Ulster and the Dublin and Belfast Junction Railway Companies, or either of them.

No observation by the Board of Trade appears necessary.

2. *Bangor and Llanberis Direct Railway Bill.*

The object of this Bill is to incorporate the “Bangor and Llanberis Direct Railway Company,” with a capital of 90,000 *l.*, in 10 *l.* shares, and 30,000 *l.* by loan, and to empower them—

To make a Railway, length 6 miles 58 chains, from a junction with the Chester and Holyhead Railway, near the Bangor Station, to the authorised Carnarvon and Llanberis Railway, at the Northern Extremity of Llyn Padarn :

To enter into working and traffic arrangements with the London and North Western and the Carnarvon and Llanberis Railway Companies, or either of them :

To run over the Carnarvon and Llanberis Railway, and to use its Stations :

And to have traffic facilities from the Carnarvon and Llanberis Railway Company.

Section 39. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Banbridge Extension Railway Bill.*]
[2. *Bangor and Llanberis Direct Railway Bill.*]
-

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Barry Railway Bill.

THE objects of this Bill are to incorporate the “Barry Railway Company” with Objects.
a capital of 70,000 *l.* in 10 *l.* shares, and 23,000 *l.* by loan, and with powers—

To make the following Railways, viz.:

(No. 1.) Length 7 miles 20 chains, from a junction with the South Wales Railway near its Peterston Station to the coast, opposite Barry Island;

(No. 2.) Length 40 chains from No. 1, near its termination, to the coast, in the parish of Sully, all in the county of Glamorgan;

To arrange with the Great Western Railway Company for laying down additional lines of rails on their South Wales line, between Lantrissant and Newport, and for the use of such lines, by the new Company.

Section 26. Reference may be made to the observations on “Dimensions of Observations. Bridges” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Barry Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Belfast and County Down, and Belfast, Holywood, and Bangor Railway Companies Bill.*
 2. *Belfast Central Railway Bill.*
-

1. *Belfast and County Down, and Belfast, Holywood, and Bangor Railway Companies Bill.*

THE objects of this Bill are—

Objects.

To provide for the purchase by the Belfast, Holywood, and Bangor Railway Company of the Holywood Branch, with accommodation at the Belfast Station of the Belfast and County Down Railway Company, in consideration of the sum of 50,000 *l.* to be paid within two months, and of the further payment of a yearly sum of 5,000 *l.* ; and for the application of that sum of 50,000 *l.* towards discharge of simple contract debts of the latter Company :

To provide against competition between the two Companies :

To enable the Belfast, Holywood, and Bangor Railway Company to raise further sums of 150,000 *l.* by shares, and 50,000 *l.* by loan.

Section 3 and 13. It seems to be matter for inquiry how far the alienation of the Holywood Branch by the County Down Company, and the application of the purchase-money towards discharge of their *simple contract* debts, is assented to by the *mortgage* creditors of that Company. Observations.

Section 7. With reference to this provision for the redemption by the Bangor Company of the annual rent of 5,000 *l.*, payable to the County Down Company, it is to be observed that the Bill does not define, as would seem to be desirable, the manner in which the latter Company are to apply the money to be paid to them for such redemption.

Section 13. See above, under Section 3.

2. *Belfast Central Railway Bill.*

THE objects of this Bill are to enable the Belfast Central Railway Com- Objects.
pany—

To acquire lands for increased Station accommodation :

To make the several Railways and Tramways described in Section 11 of the
3—CXI. Bill,

Bill, of an aggregate length of 2 miles 67 chains, and to be connected with the main line and Holywood branch of the Belfast and County Down Railway, and with the existing Tramway on the Queen's Quay; and to abandon part of their authorised Railway:

To run over portions of the Belfast and County Down Railway, and to use its Terminus and Goods Station at Belfast; and to run over and use any Tramways in Belfast which may be constructed by the Harbour Commissioners:

To agree with the Belfast Harbour Commissioners with respect to the construction, by both or either of the parties, of the intended West Quays Extension Tramway, and with the Belfast Harbour Commissioners and the Belfast and County Down Railway Company, for the construction, by all or any of the parties, of the intended East Quays Tramway:

To enter into working and traffic arrangements with the Belfast and County Down Railway Company, and with the Belfast Harbour Commissioners:

The Bill also authorises the Belfast Harbour Commissioners to construct and maintain any of the Company's Railways and Tramways, and to raise for that purpose the sum of 30,000 *l*.

Observations.

Section 19. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Interference with Tidal Waters.

Tidal waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Railway No. 1 crosses the River Lagan, near St. John's-street, by a bridge of five arches, 50 feet span and 10 feet headway. Also two Tramways, one of which skirts Queen's Quay, and the other cuts off access to the Lagan as far as the Clarendon Dock.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Belfast and County Down, and Belfast, Holywood, and Bangor Railway Companies Bill.*]

[2. *Belfast Central Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Birkenhead and Liverpool Railway Bill.

THE objects of this Bill are to incorporate “The Birkenhead and Liverpool Railway Company” with a capital of 650,000 *l.* in 10 *l.* shares, and 216,000 *l.* by loan; and with powers—

To make the following Railways, viz.:—

(No. 1), length 2 miles 29 chains, from a junction with the Birkenhead Railway at the Bebbington Station, passing under the River Mersey, by a tunnel (for which an additional toll may be charged) between two points a little above Rock Ferry on the west and Harrington Docks on the east, and terminating near Sefton-street, in Toxteth Park, Liverpool ;

(No. 2), length 78 chains, from No. 1, near Rock Ferry to the Birkenhead Railway at Hinderton on the south side of Birkenhead ;

(No. 3), length 1 mile 7 chains, from No. 1 at its termination to the authorised line of the Liverpool Central Station Railway, at Parliament-street, Liverpool ;

To be completed within *seven* years :

To enter into working and traffic arrangements with the Great Western, the London and North Western, the Manchester, Sheffield and Lincolnshire, the Great Northern, and the Liverpool Central Station Railway Companies.

Section 21. It would be more accurate, and it seems desirable, to add after “incorporated Acts” in the second line of this clause, the words “and parts of Acts.” Observations.

Interference with Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, the intended works being within the limits of the River Mersey, over which the Admiralty has retained its jurisdiction, pursuant to the 9th section of “The Harbours Transfer Act, 1862.” Tidal waters.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Birkenhead and Liverpool Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Bodmin and Wadebridge Railway Bill.

THE objects of this Bill are to enable the Bodmin and Wadebridge Railway Objects.
Company, incorporated in 1832—

To raise further sums of 75,000 *l.* by shares, and 25,000 *l.* by loan:

To improve their existing mineral line by making the several deviation lines
of an aggregate length of 7 miles 66 chains, described in section 19 of the Bill;
and to make a junction line, length 61½ chains, from the Company's main line to
their Ruthern Bridge Branch:

To enter into working and traffic arrangements with the Launceston, Bodmin,
and Wadebridge Junction, and the Okehampton Railway Companies.

The Bill fixes tolls and maximum rates for goods (in lieu of those already
authorised) and for passengers.

Section 19 (O). The proposed general power of “stopping up” roads, &c., Observations,
permanently, is inconsistent with the 16th Clause of “The Railways Clauses
Consolidation Act, 1845,” and with the practice of Parliament. In other respects
this paragraph of section 19 is rendered unnecessary by clause 16 of that General
Act.

Section 20. The powers of lateral and vertical deviation here given would either
be co-extensive with those given by the 15th clause of “The Railways Clauses
Consolidation Act, 1845,” in which case this section is unnecessary; or they
would be in excess of those powers in the General Act, in which case their
propriety is questionable.

Section 21. The number of lines of rail is not limited.

Section 43. Amongst the purposes for which it is proposed that the three
Companies may contract, is the “making” of their respective Railways. This is
unusual, it being the practice of Parliament to leave the construction of the works
to the Company which has been authorised to take lands and raise money for
the purpose.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bodmin and Wadebridge Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CXIII.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bodmin Railway Bill.

THE objects of this Bill are to enable the Bodmin Railway Company — Objects.

To raise further sums of 25,000 *l.* by shares, and 8,300 *l.* by loan ;

To make the following broad-gauge Railways, viz. :—

(No. 1.) Length 2 miles 21 chains, from the Company's authorised line on the south of Bodmin to the northern side of that town, in lieu of a part of the Company's authorised line ; and

(No. 2.) Length 4½ chains, from the termination of No. 1 to a junction with the Bodmin and Wadebridge Railway at its Bodmin Station ;

To run over the Bodmin and Wadebridge Railway, and to use its stations.

Sections 2 and 4. The proposed power to raise additional capital seems to render necessary the incorporation in Section 2 of Part II., relating to additional capital, of “The Companies Clauses Act, 1863.” Observations.

Section 27. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bodmin Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

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Brean Down Harbour Railway Bill.

THE objects of this Bill are to enable the Brean Down Harbour Company— Objects.

To raise further sums of 51,000 *l.* by shares and 17,000 *l.* by loan :

To make a mixed gauge Railway, length 3 miles 20 chains, from the north-west extremity of Brean Down to a junction with the Bristol and Exeter Railway near Bleadon :

To enter into working and traffic arrangements with the Bristol and Exeter and the Somerset and Dorset Railway Companies.

The Bill also provides that the Bristol and Exeter Railway Company may lay additional rails for the narrow gauge on the portion of their line between the intended Junction at Bleadon and the Highbridge Junction.

Section 21. After “subject to the provisions of this Act” should be inserted Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Section 24. *See below.*

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :—

The Railway, which commences near the extremity of Brean Down, within the site of the authorised Brean Down Harbour, crosses the River Axe by a bridge of five spans of 40 feet each and 8 feet headway, the centre being a swivel bridge of not less than 40 feet span.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. Reference should be made to the incorporated Acts in Section 21 of this Bill, as above suggested.

It is to be observed that Section 24 of this Bill specifies certain dimensions for the bridge for carrying the Railway across the River Axe.

It seems to be desirable, in order to afford further opportunity of considering the fitness of the proposed dimensions for the interests of navigation, that the general jurisdiction given to the Board of Trade by the 14th section of “The Railways Clauses Act, 1863,” should be reserved, by inserting at the commencement of Section 24 of this Bill the words, “Subject to the approval of the Board of Trade.”

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Brean Down Harbour Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Buckfastleigh, Totnes, and South Devon Railway Bill.

THE objects of this Bill are to enable the Buckfastleigh, Totness, South Devon Objects.
Railway Company—

To raise further sums of 48,000*l.* by shares, and 16,000*l.* by loan :

To make a Railway, length 2 miles 30 chains, from the authorised line at
Buckfastleigh to Ashburton :

To enter into working and traffic arrangements with the South Devon Rail-
way Company.

The Bill authorises the South Devon Railway Company to guarantee the
interest for money borrowed under the authority of this Bill.

Sections 18 and 19. With respect to the proposed width of 15 feet only for Observation.
these bridges, instead of 35 feet at the turnpike road, and 25 feet at the other
roads, prescribed by the 49th and 50th Sections of “The Railways Clauses
Consolidation Act, 1845,” reference may be made to the observations on
“Dimensions of Bridges,” in the General Report of the Board of Trade on
Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Buckfastleigh, Totnes, and South Devon
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of this Session.”

1. *Burton-upon-Trent Connection Railways Bill.*
 2. *Burton-upon-Trent Railways Bill.*
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1. *Burton-upon-Trent Connection Railways Bill.*

THE objects of this Bill are to repeal certain restrictions contained in the Section 40 of “The Midland Railway (Burton Branches) Act, 1860,” and continued by “The London and North Western Railway (Additional Powers) Act, 1862,” limiting the use of the Connection Railways of Messrs. Samuel Allsopp and Sons, to traffic between certain parts of their premises, to the exclusion of the traffic between other parts of their premises, at Burton-upon-Trent : Objects.

And to enable Messrs. Allsopp and Sons to make two new Railways in the town of Burton-upon-Trent of the aggregate length of 18 chains, having junctions with the Connection Railways, authorised by “The Midland Railway (Burton Branches) Act, 1860, and having a level crossing of High Street, in that town.”

It seems to be a question whether “Messrs. Samuel Allsopp and Sons” (which does not appear to be the name of an Incorporated Company) is, without further explanation, a sufficient description of the individuals who are to obtain privileges and are to come under obligations by virtue of this Bill. Observations.

In the event of default on their part in complying with any of the requirements of this Bill as to gates, gatekeepers, &c., the party making default could not be proceeded against by the style of “Messrs. Samuel Allsopp and Sons.”

It might be proper to add an interpretation clause to the Bill, to explain who, from time to time, are to be the persons included in that expression for the purposes of this Bill, and of the two recited Acts of 1860 and 1862.

Sections 2 and 6. Section 2 incorporates “The Sections of ‘The Railways Clauses Act, 1863,’ entitled ‘Level Crossings’ so far as the provisions of the same respectively are applicable to the purposes of this Act.” In Section 6 of this Bill, reference is made to the provisions of “The Railways Clauses Consolidation Act, 1845,” with respect to crossing roads on the level, but no reference is made to “The Railways Clauses Act, 1863.” In Section 8, it is declared that the 47th section of “The Railways Clauses Consolidation Act, 1845” (which appears to be the only material provision of that Act which regulates a level crossing of the proposed kind), is not to apply to this level crossing.

The proposed mode of incorporating the “Level Crossing” sections of “The Railways Clauses Act of 1863,” involves ambiguity, and it seems preferable to refer specifically in Section 6 of this Bill to the particular clauses of the Act of 1863, which are intended to be made applicable to this level crossing.

The Bill might properly contain an express prohibition of the shunting and standing of trains at the level crossing, and the usual daily penalty against the parties liable, in the event of default in providing gates and gatekeepers, and complying with regulations, &c., as in Clauses 5 and 6 of "The Railways Clauses Act, 1863."

2. *Burton-upon-Trent Railways Bill.*

Objects.

THE objects of this Bill are :—

To enable Messrs. Bass & Company to make a single line of Railway, length 4 chains, across and on the level of Guild-street, in Burton-upon-Trent, to connect their property on the East and West sides of that street :

To repeal the provisions of "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," and "The Midland Railway (Burton Branches) Act, 1860," which prohibit the use of steam or atmospheric power upon the level crossings of Guild-street and High-street in Burton-upon-Trent, authorised by those Acts.

Observations.

It seems to be a question whether "Messrs. Bass & Company" (which does not appear to be the name of an incorporated Company) is, without further explanation, a sufficient description of the individuals, who are to obtain privileges and to come under obligations by virtue of this Bill.

In the event of default on their part in complying with any of the requirements of this Bill, as to gates, gatekeepers, &c., the party making default could not be proceeded against by the style "Messrs. Bass & Company."

It might be proper to add an interpretation clause to the Bill to explain who, from time to time, are to be the persons included in that expression for the purposes of this Bill.

Section 2. The words "The provisions of" are omitted at the beginning of this clause before "The Lands," &c.

Sections 2 & 4. Section 2 incorporates Part I. of "The Railways Clauses Act, 1863" (which includes Clauses 5-8 of that Act relating to "Level Crossings"), so far as the provisions of that Act "are applicable to the objects and purposes of this Act." In Section 4 of this Bill reference is made to the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the crossing of roads on the level; but no reference is made to Part I. of "The Railways Clauses Act, 1863." In Section 6, it is declared that the 47th section of "The Railways Clauses Consolidation Act, 1845" (which appears to be the only material provision of that Act which regulates a level crossing of the proposed kind), is not to apply to this level crossing.

It will be seen that the terms of the above-mentioned sections of this Bill involve ambiguity, and it seems preferable to refer specifically in Section 4 of this Bill to the particular clauses of the Act of 1863, which are intended to be made applicable to this level crossing.

The Bill might properly contain an express prohibition of the shunting and standing of trains at the level crossing, and the usual daily penalty against the parties liable in the event of default in providing gates and gatekeepers, and complying with regulations, &c., as in clauses 5 and 6 of "The Railways Clauses Act, 1863."

Section 8. It seems to be a question whether *three* years will not be an unnecessarily long period for the making of the proposed railway.

Board of Trade,
February 1865.

James Booth.



RAI WAY AND CANAL, &c. BILLS.

[1. *Burton-upon-Trent Connection Railways Bill.*]

[2. *Burton-upon-Trent Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Bury Saint Edmund's and Thetford Railway Bill.*
 2. *Busby Railway Bill.*
-

1. *Bury St. Edmund's and Thetford Railway Bill.*

THE objects of this Bill are to incorporate “The Bury St. Edmund's and Thetford Railway Company,” with a capital of 120,000 *l.* by shares, and 40,000 *l.* by loan, and to empower them—

To make the following Railways, viz. :—

(No. 1), length 12 miles 41 chains, from a junction with the Great Eastern Railway at Bury St. Edmund's to the Great Eastern Railway on the North-eastern side of Thetford :

(No. 2), length 37 chains, to connect No. 1 at Bury St. Edmund's with the authorized Melford and Bury St. Edmund's line of the Great Eastern Railway :

(No. 3), length 23 chains, to form a second junction between No. 1 and the Great Eastern Railway at Thetford :

To run over the portions of the Great Eastern Railway between the intended junctions and the Bury St. Edmund's and Thetford Stations, and to use those Stations :

To enter into working and traffic arrangements with the Great Eastern Railway Company.

Section 31. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24. Observations.

2. *Busby Railway Bill.*

THE objects of this Bill are—

To enable the Busby Railway Company to raise further sums of 45,000 *l.* by shares and 15,000 *l.* by loan, and to make an Extension Railway, length 4 miles 18 chains, from Busby to East Kilbride : Objects.

To enable the Caledonian Railway Company to contribute 15,000 *l.* in the proposed new capital, and to raise that sum by shares :

To confirm an agreement, contained in the Schedule to this Bill, for the construction and working in perpetuity of the Extension Railway by the Caledonian Railway Company.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Bury St. Edmunds and Thetford Railway Bill.*]

[2. *Busby Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Carmarthen and Cardigan Railway (Branches) Bill.*
 2. *Carmarthen and Cardigan Railway (Capital) Bill.*
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1. *Carmarthen and Cardigan Railway (Branches) Bill.*

THE objects of this Bill are to enable the Carmarthen and Cardigan Railway Objects.
Company—

To raise further sums of 70,000*l.* by shares and 23,000*l.* by loan, in addition to their separate “Kidwelly Branch” capital and loan :

To make the following Railways, of broad or mixed gauge, viz :—

(No. 1), length 3 miles 47 chains, from a junction with the authorised Kidwelly Branch of the Carmarthen and Cardigan Railway to the Carway Colliery :

(No. 2), length 3 miles 70 chains, from termination of No. 1 to the Pontyberra Coal and Iron Works, in the hamlet of Glyn.

No observation by the Board of Trade appears necessary.

2. *Carmarthen and Cardigan Railway (Capital) Bill.*

THE objects of this Bill are—

Objects.

To enable the Carmarthen and Cardigan Railway Company to divide and keep distinct from the general capital of the Company, and from each other, the Share and Loan capitals respectively authorised to be raised by the “Carmarthen and Cardigan Railway Act, 1862,” for the extension from Llangeller to Newcastle Emlyn, and by the “Carmarthen and Cardigan Railway (Extension to Cardigan) Act, 1863,” for the last-mentioned Extension :

To extend to 1868 the time for the construction of the Extension to Newcastle Emlyn; and to extend to 1867 and to 1870 respectively the periods for compulsory purchase and for construction, with respect to the Extension to Cardigan.

No observation by the Board of Trade appears to be necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Carmarthen and Cardigan Railway*
(*Branches*) *Bill.*]

[2. *Carmarthen and Cardigan Railway*
(*Capital*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

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Carmarthenshire Railway Bill.

THE objects of this Bill are—

Objects.

To reduce the sums authorised to be raised by “The Carmarthenshire Railway Act, 1864,” to 110,000 *l.* by shares and 36,600 *l.* by loan :

To enable the Carmarthenshire Railway Company to issue their capital in preferred and deferred half-shares, and to take additional lands :

And to enable the Llanelly Railway and Dock Company to construct the Railway, No. 1. authorised by “The Carmarthenshire Railway Act, 1864 ;” to apply their existing funds thereto, and to raise, if necessary, additional sums by shares.

Section 22. The practice of Parliament seems to require that the total additional amount which the Llanelly Railway and Dock Company are to be authorised to raise by new shares should be specified in the Bill ; and that the provisions of “The Companies Clauses Consolidation Act, 1845,” relative to share capital, should be incorporated with this Bill, and made applicable to the new shares. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Carmarthenshire Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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1. *Coventry Central Station, and Southam Junction Railway Bill.*
 2. *Crieff and Comrie Railway Bill.*
 3. *Crieff Junction and Scottish Central Railway Companies Bill.*
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1. *Coventry Central Station, and Southam Junction Railway Bill.*

THE objects of this Bill are to incorporate “The Coventry Central Station and Southam Junction Railway Company,” with a capital of 200,000 *l.* in 10 *l.* shares, and 66,600 *l.* by loan, and with powers—

To make the following Railways, of the broad, the narrow, or the mixed gauge, viz. :—

No. (1), length 8 miles 62 chains, from a point near Priory-street, in Coventry, to a Junction with the authorised Line of the Southam Railway, near Birdingbury.

(No. 2), length 1 mile 22 chains, from No. 1 at Coventry, to the Coventry and Nuneaton Branch of the London and North Western Railway, at the North of Coventry.

To run over the authorised Southam Railway, and to use its Stations :

To enter into working and traffic arrangements with the Southam, the Midland, and the Great Western Railway Companies.

Section 36. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on Railway &c. Bills of this Session, page 24.

2. *Crieff and Comrie Railway Bill.*

THE objects of this Bill are to incorporate “The Crieff and Comrie Railway Company,” with a capital of 40,000 *l.* in 10 *l.* shares, and 13,300 *l.* by loan, and with powers—

To make the following Railways, viz. :—

(No. 1), length 5 miles 79 chains, from the Crieff Junction Railway at Crieff, to Comrie :

(No. 2), length 16 chains, from (No. 1), to the Crieff and Methven Junction Railway at Crieff :

To enter into working and traffic arrangements with the Scottish Central and the Scottish North Eastern Railway Companies.

The Bill authorises the Scottish North Eastern Railway Company to use the intended Line, and its Stations, and the Scottish Central Railway Company: to subscribe 20,000 *l.* to the undertaking, and to raise that sum by new shares.

The Bill further confirms an Agreement (in the Schedule) for the joint promotion of the undertaking and for its working by the Scottish Central Railway Company.

Observations.

Section 46 confirms the Agreement in the schedule, under which the Scottish Central Railway Company may work the new Railway in perpetuity. The incorporation of Part III., relating to working agreements, of "The Railways Clauses Act, 1863," in section 2 of this Bill, does not apply to this Agreement. It may deserve consideration, whether there should not be made applicable to the Agreement provisions for saving the rights of third parties, and for decennial revision in the interest of the public, such as are contained in clauses 22 and 27 of that General Act of 1862.

3. Crieff Junction and Scottish Central Railway Companies Bill.

Objects.

THE objects of this Bill are—

To confirm an Agreement (set forth in the schedule) for transferring the undertaking of the Crieff Junction Railway Company to the Scottish Central Railway Company as from 1 August 1864; and to effect an amalgamation of the former Company (which is to be dissolved) with the latter Company, the shareholders in the former Company to take like amounts of new ordinary stock in the latter Company:

To increase the borrowing powers of the Scottish Central Railway by 15,000 *l.*, including the sum of 12,000 *l.*, to which the borrowing power of the Crieff Junction Railway Company is now limited in respect of their authorised share capital of 45,000 *l.*:

To enable the Scottish Central Railway Company—

To raise further sums of 7,000 *l.* by shares, and 2,300 *l.* by loan:

To make a new connecting Branch, length 41 chains, in the parish of Blackford, between the Crieff Junction Railway and the main line of the Scottish Central Railway;

To substitute a bridge over the Railway for the present level crossing of the turnpike road from Hill of Dundee to Strathmortine, near the Baldovan Station of the Dundee and Newtyle Railway.

Observations.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on Railway &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Coventry Central Station, and Southern Junction Railway Bill.*]
 - [2. *Grieff and Comrie Railway Bill.*]
 - [3. *Grieff Junction and Scottish Central Railway Companies Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS. of this Session.”

Dublin and Antrim Junction Railway Bill.

THE object of this Bill is to enable the Dublin and Antrim Junction Rail- Objects.
way Company to create preference shares in lieu of unissued, surrendered, and
forfeited shares.

The practice of Parliament would seem to require that this Bill should con- Observations.
tain a statement of the present position of the issued and unissued capital of the
Company, and of their shares forfeited or liable to be forfeited, with a view to
defining the amount of preference capital they will be authorised to create.

Section 3. With reference to the proposed power (at the end of this Clause)
to issue the new shares “on such terms and conditions as the Company may
determine,” it would seem to be proper to add “but so that not less than the
full nominal amount of any share be payable in respect thereof;” and this more
especially as the Bill incorporates Sections 14 and 15, but omits Section 21
(in which that condition is contained) of Part II. of “The Companies Clauses
Act, 1863.”

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Dublin and Antrim Junction Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

East Gloucestershire and Wiltshire Railway Bill.

THE objects of this Bill are to incorporate the East Gloucestershire and Wiltshire Railway Company, with a capital of 200,000 *l.* in 10 *l.* shares (which may be divided into preferred and deferred half-shares), and 66,600 *l.* by loan, and to empower them—

To make Railways, Nos. 1 and 2, lengths, 16 miles 58 chains, and 19 chains, from a double Junction with the authorised line of the Wilts and Gloucestershire Railway at Brockenborough, near Malmesbury, passing by Minety, to a Junction with the authorised line of the East Gloucestershire Railway at Fairford; and No. 3, length 77 chains, to connect No. 1 with the Great Western Railway, at Minety:

To run over the Wilts and Gloucestershire Railway, and to use its stations:

To enter into working and traffic arrangements with the Midland, the East Gloucestershire, and the Wilts and Gloucestershire Railway Companies.

Section 37. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*East Gloucestershire and Wiltshire
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

East Somerset and Cheddar Valley Junction Railway Bill.

THE objects of this Bill are to enable the Bristol and Exeter Railway Objects.
Company—

To make a Junction Railway, length 55 chains, wholly in the parish of St. Cuthbert, Wells, to connect the authorised line of the Cheddar Valley and Yatton Railway with the East Somerset Railway:

To purchase additional lands for the improvement of the Wells Station of the East Somerset Railway Company:

To enter into arrangements with the East Somerset Railway Company for the construction, maintenance, and use of the Junction Railway and of a joint Station at Wells:

To run over a portion of the East Somerset Railway at Wells, and to use its Wells Station:

To have traffic facilities by through booking and carriages between the intended Junction Railway and the East Somerset Railway:

To raise further sums of 15,000 *l.* by shares and 5,000 *l.* by loan.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*East Somerset and Cheddar Valley
Junction Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and
Bills relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Edinburgh and Glasgow and Monkland Railway Companies Bill.

THE object of this Bill is to effect an amalgamation of the Monkland Railways Company with the Edinburgh and Glasgow Railway Company, as on 30 June 1865: the preferential shareholders in the Monkland Railways Company to become holders of shares of the same amount in the Edinburgh and Glasgow Railway Company, with the like preferential dividends, and the ordinary shareholders in the Monkland Railways Company to become holders of shares of the same amount in the Edinburgh and Glasgow Railway Company, with a fixed dividend of six per cent. Objects.

The Edinburgh and Glasgow Railway Company are to be entitled to create shares and borrow to the extent of the unexercised powers of the Monkland Railways Company.

Reference may be made to the observations on “ Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, pages 23 and 24. Observations.

Under Section 6 of this Bill shares for 55,000 *l.* and 563,379 *l.* in the existing capital of the Monkland Railways Company will become, in the first instance, the like amounts of six per cent. shares in the capital of the Edinburgh and Glasgow Railway Company; but by Sections 19 and 20, the latter Company are to be enabled to convert such six per cent. shares into five per cent. shares, and for that purpose to create the requisite amount of *additional* shares.

It is to be observed that such conversion might have the effect of increasing the nominal capital of the Edinburgh and Glasgow Railway Company to an amount considerably in excess of the sum of the present authorised capitals of the two Companies.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Edinburgh and Glasgow and Monkland
Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of this Session.”

Edinburgh and Glasgow Railway (No. 1) Bill.

THE objects of this Bill are to enable the Edinburgh and Glasgow Railway Company—

To raise further sums of 470,000 *l.* by shares, and 73,330 *l.* by loan :

To make a Railway, length 6 miles 78 chains, from a junction with their Wilsontown, Morningside and Coltness Railway at Bent's Station, through the mineral fields of West Calder, to a junction with the Edinburgh and Bathgate Railway near Bathgate :

To subscribe 200,000 *l.* to the City of Glasgow Union Railway Company :

By agreement with that Company to acquire any portions of the College of Glasgow and the lands connected therewith, and to form a station thereon ; and also to acquire under the existing powers of the Union Railway Company the lands required for certain portions of that Company's authorised Railway between the Sighthill Branch of the Edinburgh and Glasgow Railway and Glasgow College, and to construct those portions of Railway as part of the Edinburgh and Glasgow Railway undertaking :

To raise further sums of 45,000 *l.* by shares, and 15,000 *l.* by loan, for the proposed new Railway ; 200,000 *l.* by shares for the subscription to the Union Railway Company's capital ; 50,000 *l.* by shares for the lands and intended station at Glasgow ; and, in the event of a transfer of the Union Railway Company's powers, 175,000 *l.* by shares, and 58,330 *l.* by loan for the above mentioned portions of that Company's authorised Railway.

Sections 30-34 authorise a transfer of certain powers and property of the Union Railway Company to the Edinburgh and Glasgow Railway Company, and on such transfer being made the latter Company are to become bound under a penalty to complete certain portions of the authorised Union Railway, and the obligation of the Union Railway Company in respect thereof is to cease. Observations.

It would be expedient, and also in accordance with the practice of Parliament, that any such transfer should be witnessed by deed and notified in the Edinburgh Gazette.

Section 33. It may deserve consideration whether, in the event of the Edinburgh and Glasgow Railway Company taking a transfer of part of the powers of the Union Railway Company, and becoming authorised to raise in respect thereof 175,000 *l.* by shares, and 58,330 *l.* by loan, there should not be a corresponding reduction in the present money powers of the Union Railway Company.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Edinburgh and Glasgow Railway (No. 1)*
Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Edinburgh and Glasgow Railway (No. 2) Bill.*
 2. *Edinburgh and Glasgow Railway (No. 3) Bill.*
-

1. *Edinburgh and Glasgow Railway (No. 2) Bill.*

THE objects of this Bill are to enable the Edinburgh and Glasgow Railway Objects.
Company—

To raise further sums of 280,000 *l.* by shares, and 93,000 *l.* by loan :

To make a Railway, length 8 miles 65 chains, from the High Street, Glasgow, to a junction with the Monkland Railways at Old Monkland, near Coatbridge ; a Branch therefrom, length 15 chains, to the authorised line of the City of Glasgow Union Railway, in Glasgow ; and a new street or diversion of Hunter Street, also in Glasgow.

Section 21. If the powers of deviation to be given by this clause are not intended to exceed those that would be given by the 15th section of “The Railways Clauses Consolidation (Scotland) Act, 1845,” incorporated with this Bill, this clause is unnecessary. If, as appears probable, they are intended to exceed the powers the Company would have under the General Act, it would not be in accordance with the practice of Parliament to grant the unusual powers, except on special grounds being shown. Observations.

2. *Edinburgh and Glasgow Railway (No. 3) Bill.*

THE objects of this Bill are to enable the Edinburgh and Glasgow Railway Objects.
Company—

To raise further sums of 100,000 *l.* by shares, and 33,300 *l.* by loan .

To make a Railway, length 9 miles 37 chains, from their Wilsontown, Morningside and Coltness Railway, near Watstonfoot, to a junction with the Lesmahagow Branch of the Caledonian Railway at its Larkhall station.

Section 19. If the powers of deviation to be given by this clause are not intended to exceed those that would be given by the 15th section of “The Railways Clauses Consolidation (Scotland) Act, 1845 ” (incorporated with this Bill), this clause is unnecessary. If, as appears probable, they are intended to exceed the powers the Company would have under the General Act, it would not be in accordance with the practice of Parliament to grant the unusual powers, except on special grounds being shown.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Edinburgh and Glasgow Railway (No. 2)*
Bill.]

[2. *Edinburgh and Glasgow Railway (No. 3)*
Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Glasgow and South Western, Maybole and Girvan, &c. Railway Companies Bill.

THE objects of this Bill are to effect the dissolution of the Maybole and Girvan, the Castle Douglas and Dumfries, the Bridge of Weir, and the Kirkcudbright Railway Companies, and an amalgamation of their several undertakings with that of the Glasgow and South Western Railway Company, on the terms agreed upon with those four Companies respectively, and set forth in the schedule to the Bill; and to authorise an amalgamation at any future time of the Ayr and Maybole Railway Company with the Glasgow and South Western Railway Company, on such terms as may be agreed upon between them. Objects.

The Bill enables the Glasgow and South Western Railway Company to create new shares for the redemption of the ordinary shares, and in substitution for the preferential shares, in the dissolved Companies other than those held by the Glasgow and South Western Railway Company in respect of their subscriptions; and also to raise further sums of 8,550 *l.*, 10,500 *l.*, and 10,000 *l.*, towards liquidation of liabilities and debts (other than mortgage debts) of the Maybole and Girvan, the Bridge of Weir, and the Kirkcudbright Railway Companies respectively.

Reference may be made to the observations on “Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, pages 23 and 24. Observations.

Sections 4 and 8. The proposed conversion of *five* per cent. preferential shares in the capital of the Maybole and Girvan Railway Company into *four* per cent. preferential shares in the Glasgow and South Western Railway Company seems to be an alteration of the terms of an existing preference, which may render necessary an inquiry as to the numbers of the assenting and the dissenting holders of the shares in question.

Section 28. It would be in accordance with the practice of Parliament to make an amalgamation of the Ayr and Maybole Railway Company with the Glasgow and South Western Railway Company dependent on the assent to its terms of specific majorities of the shareholders at special general meetings of the two Companies.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow and South Western, Maybole and
Girvan, &c. Railway Companies Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Glasgow and South Western Railway (Additional Powers) Bill.

THE objects of this Bill are to enable the Glasgow and South Western Railway Company—

To raise additional sums of 210,000 *l.* by shares, and 70,000 *l.* by loan.

To make—

1 and 2. A Railway, length 14 miles 2 chains, from a double junction with the Company's Railway, near Dalry Station, by Fairlie to Largs:

3. A Railway, length 24 chains, to connect the Kirkcudbright Railway with the Castle Douglas and Dumfries Railway at Castle Douglas, and intended to render unnecessary the existing communication between these two Railways by means of the Portpatrick Railway:

4. A Railway, length 53 chains, at Paisley, between the Bridge of Weir and the Glasgow and South Western Railway:

To widen and alter the levels of the Bridge of Weir Railway:

To establish Provident Institutions for the benefit of the officers and servants of the Company, the deposits therein to be charged on the Company's undertaking next after their present or future authorised debt.

Section 14. After “subject to the provisions in this Act contained” should be inserted “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 18. Reference may be made to the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 24. Inasmuch as the “funded debt” of this Company ranks among their mortgages (*see* section 9), it appears to be a question whether the charge in respect of deposits under section 24 should not rank after the Company's present or future “funded debt,” as well as after “moneys they may at any time be authorised to borrow, and after any present or future debentures of the Company.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.— Tidal Waters.

No. 1 skirts the shore between Fairlie and Largs, occasionally passing into the sea.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation (Scotland) Act, 1845,” and of sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. A reference to these incorporated Acts is desirable in section 14 of this Bill, as above suggested.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow and South Western Railway (Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House REPORTS upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Glasgow and South Western Railway (Ayrshire, &c. Lines) Bill.

THE objects of this Bill are to enable the Glasgow and South Western Railway Objects.
Company—

To raise further sums of 550,000 *l.* by shares, and 183,300 *l.* by loan; and,

To make the 11 Railways described in section 14 of the Bill of an aggregate length of 64 miles 64 chains—

Of which, Nos. 1, 2, and 3, will connect the Company's Line and the Harbour at Ayr with their line at Mauchline station;

No. 4 will connect the Company's Dalmellington Line between Holybush and Patna stations with their main line between Old and New Cumnock stations; and,

Nos. 9, 10, and 11, will connect the Company's Muirkirk Branch with the Douglas and the Lesmahagow branches of the Caledonian Railway and with the Company's main line near Sanquhar station.

Section 17. After “subject to the provisions in this Act,” should be inserted Observations.
“and in the Acts or part of Acts incorporated herewith.”

Sections 18 and 19. Reference may be made to the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances, viz.:—

No. 2 terminates on the quay of the harbour at Ayr, after skirting the sea-shore.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of sections 13 to 19, both inclusive, “Protection to Navigation,” of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. A reference to the incorporated Acts and parts of Acts is desirable in section 14 of this Bill, as above suggested.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow and South Western Railway (Ayrshire, &c. Lines) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Glasgow and South-Western Railway (City of Glasgow Union) Bill.*
 2. *Glasgow and South-Western Railway (Kilmarnock Direct) Bill.*
-

1. *Glasgow and South-Western Railway (City of Glasgow Union) Bill.*

THE objects of this Bill are—

Objects.

To authorise the Glasgow and South-Western Railway Company to subscribe for the sum of 250,000 *l.* in the undertaking of the City of Glasgow Union Railway Company, and to raise that amount by shares.

The Bill also provides for the appointment by the Companies for the time being using the City of Glasgow Union Railway of a joint Committee for carrying into effect agreements relating to that Railway under the “City of Glasgow Union Railway Act, 1864.”

No observation by the Board of Trade appears necessary.

2. *Glasgow and South-Western Railway (Kilmarnock Direct) Bill.*

THE objects of this Bill are, to enable the Glasgow and South-Western Railway Company

Objects.

To raise further sums of 500,000 *l.* by shares, and 166,600 *l.* by loan :

To make the following Railways, viz. :—

No. 1. Length 21 miles 9 chains, from a junction with the authorised City of Glasgow Union Railway at Govan to a junction with the Glasgow and South-Western Railway at Kilmarnock :

No. 2. Length 37 chains, to connect No. 1 with the Caledonian Railway at Govan :

No. 3. Length 10 miles 27 chains, from No. 1, at Stewarton, to a junction with the Crofthead Branch of the Caledonian Railway, in the parish of Neilston.

Section 17. Reference may be made to the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 25. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Glasgow and South-Western Railway (City of Glasgow Union) Bill.*]
 - [2. *Glasgow and South-Western Railway (Kilmarnock Direct) Bill.*]
-

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Great Eastern Railway (Bishop Stortford, &c.) Bill.*
 2. *Great Eastern Railway (Capital, &c.) Bill.*
 3. *Great Eastern Railway (Somersham to Ramsey) Bill.*
-

1. *Great Eastern Railway (Bishop Stortford, &c., Railways) Bill.*

THE objects of this Bill are—

Objects.

To provide for a transfer of the undertaking of the Bishop Stortford, Dunmow, and Braintree Railway Company, upon its completion, to the Great Eastern Railway Company:

To authorise the Ramsey Railway Company to transfer their undertaking, at any time hereafter, by amalgamation, sale, or lease, to the Great Eastern Railway Company:

And to enable the Great Eastern Railway Company to raise a further sum of 30,000 *l.* by shares, for the purchase of the Ramsey Railway.

Reference may be made to the observations on “Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 23 and 24.

2. *Great Eastern Railway (Capital, &c.) Bill.*

The objects of this Bill are, to enable the Great Eastern Railway Company: Objects.

To raise further sums of 1,500,000 *l.* by shares, and 500,000 *l.* by loan:

To create 4½ per cent. debenture stock:

To arrange with the holders for consolidation of the small Preference Stocks in the Company's capital:

To exercise enlarged powers with reference to Lowestoft Harbour; to take tolls for the use of the pier, and for fish landed on the Company's premises, and tolls for additional matters in the Harbour at Lowestoft.

The Bill extends the time during which the Company may keep the bridge carrying the Norwich and Brandon line over the River Yare closed against vessels.

Section 1. With respect to the proposed incorporation of the “Harbours, Docks, and Piers Clauses Act, 1847,” with the exception of certain of its provisions, it is to be observed that the whole of that Act was incorporated with the Great Eastern Railway Act, 1862 (section 3), and would seem to have become applicable to Lowestoft Harbour, which was then vested in this Company, and with respect

respect to which special provisions were contained in sections 263-267 of that Act of 1862.

As regards the proposed exception of the provisions of the General Act of 1847, "with respect to the construction of works for the accommodation of the officers of Customs," it is to be observed that these provisions, contained in sections 14 and 15 of the Act of 1847, were expressly incorporated with the Norfolk Railway (Lowestoft Harbour Improvement) Act, 1854 (c. 130).

As regards the proposed exception of the provisions of the General Act of 1847, "with respect to life-boats, and with respect to keeping a tide and weather gauge," it may be observed that if any alteration of the Company's existing obligations in those particulars be sanctioned, it would be preferable that the exemption should continue only until the Company shall be required to provide a life-boat or a tide and weather gauge by the Board of Trade (which now has jurisdiction in those matters by virtue of the Harbours Transfer, &c., Act, 1862.)

Section 18. The words "according to the regulations of the Company for the time being," in lines 25 and 26 of page 8, are not contained in the existing enactment respecting the opening and shutting of the two bridges referred to in this clause (Great Eastern Railway Act, 1862, s. 181). It seems to be a question whether the introduction of those words would not enable the Company to make regulations such as would neutralize the intended provision for subjecting them to a penalty in case of undue detention of shipping.

Section 21. The provision in this Bill respecting Lowestoft Harbour would seem to render proper the insertion of the usual clauses reserving General Acts relating to Harbours, or to shipping, or to goods carried in ships, or to lights, buoys, and beacons, or the rights, powers, and privileges of the General Lighthouse authorities; and also the revision, under the authority of Parliament, of the dues and charges authorised by this Act, or by any other Act relating to Lowestoft Harbour.

3. *Great Eastern Railway (Somersham to Ramsey) Bill.*

Objects.

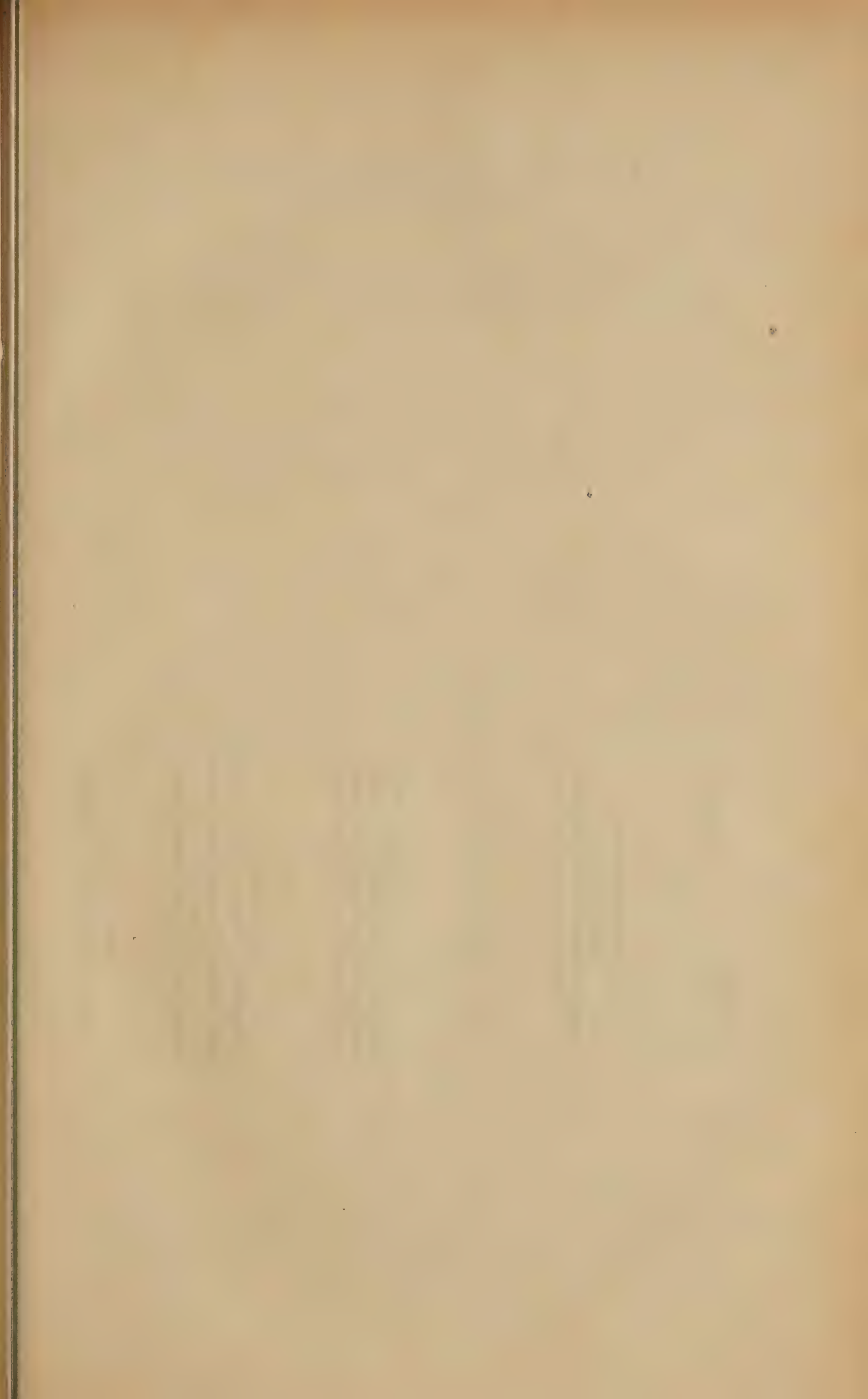
THE objects of this Bill are to enable the Great Eastern Railway Company :
To raise further sums of 52,000 l. by shares, and 17,330 l. by loan :

And to make a Railway, length 7 miles 79 chains, from a junction with their St. Ives and March Line at Somersham to a junction with the Ramsey Railway Ramsey.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

- [1. *Great Eastern Railway* (Bishop Stortford, &c.) *Bill*.]
 - [2. *Great Eastern Railway* (Capital, &c.) *Bill*.]
 - [3. *Great Eastern Railway* (Somersham to Ramsey) *Bill*.]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by the House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Great Northern Railway (Hornsey and Hertford Branch) Bill.*
 2. *Great Northern Railway (Junctions at Newark, &c.) Bill.*
 3. *Great Northern Railway (Sleaford to Bourn) Bill.*
 4. *Great Southern and Western Railway Bill.*
-

1. *Great Northern Railway (Hornsey and Hertford Branch) Bill.*

THE objects of this Bill are to enable the Great Northern Railway Company— Objects.

To raise further sums of 650,000 *l.* by shares, and 216,000 *l.* by loan :

To make the four Railways, described in section 17 of the Bill, of the aggregate length of 15 miles 70 chains, of which Nos. 1, 2, and 3 will form a Loop Line from the Company's Main Line at the Hornsey Station, passing by the Wood Green Station and by Enfield, to the Company's Hertford, Luton, and Dunstable Line, near Hertford ; and No. 4 will form a second junction between the last mentioned line and the main line near Welwyn.

No observation by the Board of Trade appears necessary.

2. *Great Northern Railway (Junctions at Newark, &c.) Bill.*

THE objects of this Bill are to enable the Great Northern Railway Company— Objects.

To raise further sums of 312,000 *l.* by shares, and 104,000 *l.* by loan :

To make the several Railways described in Section 18 of the Bill, of the aggregate length of 7 miles 60 chains, for the purposes of making a communication between the Company's Main Line, and the Nottingham and Lincoln Line of the Midland Railway, together with a Branch on the Quay of the Trent, at Newark ; of improving the communications with the Company's Spalding and Branch Line at Spalding, with their Bourn and Essendine Line, at Essendine, and with their Sleaford Line, at Barkstone Junction ; and of forming new Branch Railways at Bradford :

To enter into working and traffic arrangements with the Lancashire and Yorkshire, and the Leeds, Bradford, and Halifax Junction Railway Companies, with regard to the proposed lines at Bradford :

To contribute towards, and to pay interest or dividends upon all or any part of the share capital of the Liverpool Central Station Railway Company.

Section 25. The practice of Parliament appears to require that the greatest sum which the Company may contribute to the capital of the Liverpool Central Station Railway Company should be specified in this Bill. Observations.

3. *Great Northern Railway (Sleaford to Bourn) Bill.*

Objects.

THE objects of this Bill are to enable the Great Northern Railway Company—

To raise further sums of 190,000 *l.* by shares, and 63,000 *l.* by loan :

To make a Railway, length 17 miles 61 chains, from a junction with the Company's Boston, Sleaford, and Midland Counties Line, near the Sleaford Station, to a junction with their Bourn and Essendine Line, in the parish of Bourn.

No observation by the Board of Trade appears necessary.

4. *Great Southern and Western Railway Bill.*

Objects.

THE object of this Bill is to empower the Great Southern and Western Railway Company to create debenture stock with interest not exceeding the rate of 5 per cent.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Great Northern Railway (Hornsey and Hertford) Branch Bill.*]
- [2. *Great Northern Railway (Junctions at Newark, &c.) Bill.*]
- [3. *Great Northern Railway (Sleaford to Bourn) Bill.*]
- [4. *Great Southern and Western Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by the House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Havant, Hambledon, and Droxford Railway Bill.

THE objects of this Bill are to incorporate “The Havant, Hambledon, and Droxford Railway Company,” with a capital of 150,000 *l.* in 10 *l.* shares, and 50,000 *l.* by loan, and to authorise them—

To make Railways (No. 1), length 7 miles 10 chains, from a Junction with the London, Brighton, and South Coast Railway, near the Havant Station, to Hambledon; and (No. 2), length 4 miles 52 chains, in continuation of No. 1, from Hambledon to the authorised line of the Petersfield and Bishop’s Waltham Railway at Droxford:

To run over a short portion of the London, Brighton, and South Coast Railway at Havant, and portions of the Petersfield and Bishop’s Waltham Railway, and a portion of the Mid Hants Railway near Droxford; and to use the Havant Station, and the intended Stations of the Petersfield and Bishop’s Waltham and the Mid Hants Railways nearest to the Terminus of Railway (No. 2):

To enter into traffic arrangements with the London and South Western, the London, Brighton and South Coast, the Mid Hants, and the Petersfield and Bishop’s Waltham Railway Companies.

Section 21. It would be more accurate, and it seems desirable, to add, after “incorporated Acts” in the second line, the words “and Parts of Acts.”

Sections 24 and 25. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Section 38. See observations on “Running Powers,” in the above-mentioned General Report, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Hevunt, Hambleton, and Droxford Railway
Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Lancashire and Yorkshire, Midland, and Leeds, Bradford, and Halifax Junction Railways Bill.*
 2. *Lancashire and Yorkshire Railway Bill.*
 3. *Lancashire and Yorkshire Railway and Lancashire Union Railways Companies Bill.*
 4. *Lancashire Union Railways Bill.*
-

1. *Lancashire and Yorkshire, Midland, and Leeds, Bradford and Halifax Junction Railways Bill.*

THE objects of this Bill are to enable the Lancashire and Yorkshire Railway Company—

To raise further sums of 340,000*l.* by shares and 113,000*l.* by loan :

To make Railways of an aggregate length of 3 miles 58 chains to connect the Lancashire and Yorkshire Railway, by a double junction at Bowling, with a line of the Leeds, Bradford, and Halifax Railway authorised in 1864, and with the Leeds and Bradford Line of the Midland Railway ; and a Branch Railway, length 4 miles 36 chains, from the former to Dale House, Thornton, all in the parish of Bradford.

No observation by the Board of Trade appears necessary.

2. *Lancashire and Yorkshire Railway Bill.*

THE objects of this Bill are to enable the Lancashire and Yorkshire Railway Company—

To raise further sums of 115,000 *l.* by shares and 46,000 *l.* by loan :

To acquire lands at Bradford, at Ravenswharf in Mirfield, at Blackburn, at Rochdale, at Broadley in Spotland, and at Salford :

To make the following Railways, viz. :—

(No. 1), length 2 miles 76 chains, from a junction with their main line at Sowerby Bridge to Lower Brig Royd, at Repponden :

(No. 2), length 1 mile 57 chains, from a junction with their line at the North Dean passenger station to Brookroyd Mills, near Stainland :

To make a Bridge under the Company's Railway at Tunnel End, near Burnley, in lieu of the existing level crossing :

To stop up a portion of Chandos-street, in Bradford :

And, pursuant to provisions in “The Lancashire Union Railways Act, 1864,” to become interested equally with the Lancashire Union Railways Company in the ownership, construction, and use of the portion between Standish and Adlington, of the Railways authorised by that Act.

Observations.

Sections 5 and 8. The proposed new loan capital (46,000*l.*) exceeds one-third of the proposed new share capital (115,000*l.*)

Section 16. After "subject to the provisions in this Act" should be inserted "and in the Acts wholly or partially incorporated herewith."

3.—*Lancashire and Yorkshire Railway and Lancashire Union Railways Companies Bill.*

Objects.

By this Bill it is proposed, pursuant to provisions in "The Lancashire Union Railways Act, 1864," and "The Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864," to vest in the Lancashire and Yorkshire Railway and the Lancashire Union Railways Companies, in equal moieties, and under a joint management, the ownership, construction, and use of the portion between Standish and Adlington of the Railways authorised by "The Lancashire Union Railways Act, 1864," and of the Railway from the neighbourhood of Blackburn to Chorley, authorised by "The Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864."

No observation by the Board of Trade appears necessary.

4.—*Lancashire Union Railways Bill.*

Objects.

THE objects of this Bill are to enable the Lancashire Union Railways Company—

To raise further sums of 200,000 *l.* by shares and 66,000*l.* by loan.

To make an Extension Railway, length 7 miles 70 chains, from the Company's authorised line at Hindley to the St. Helen's and Rainford Branch of the London and North Western Railway, at Windle; and also the several Branch Railways described in Section 8 of the Bill, of the aggregate length of 4 miles 69 chains:

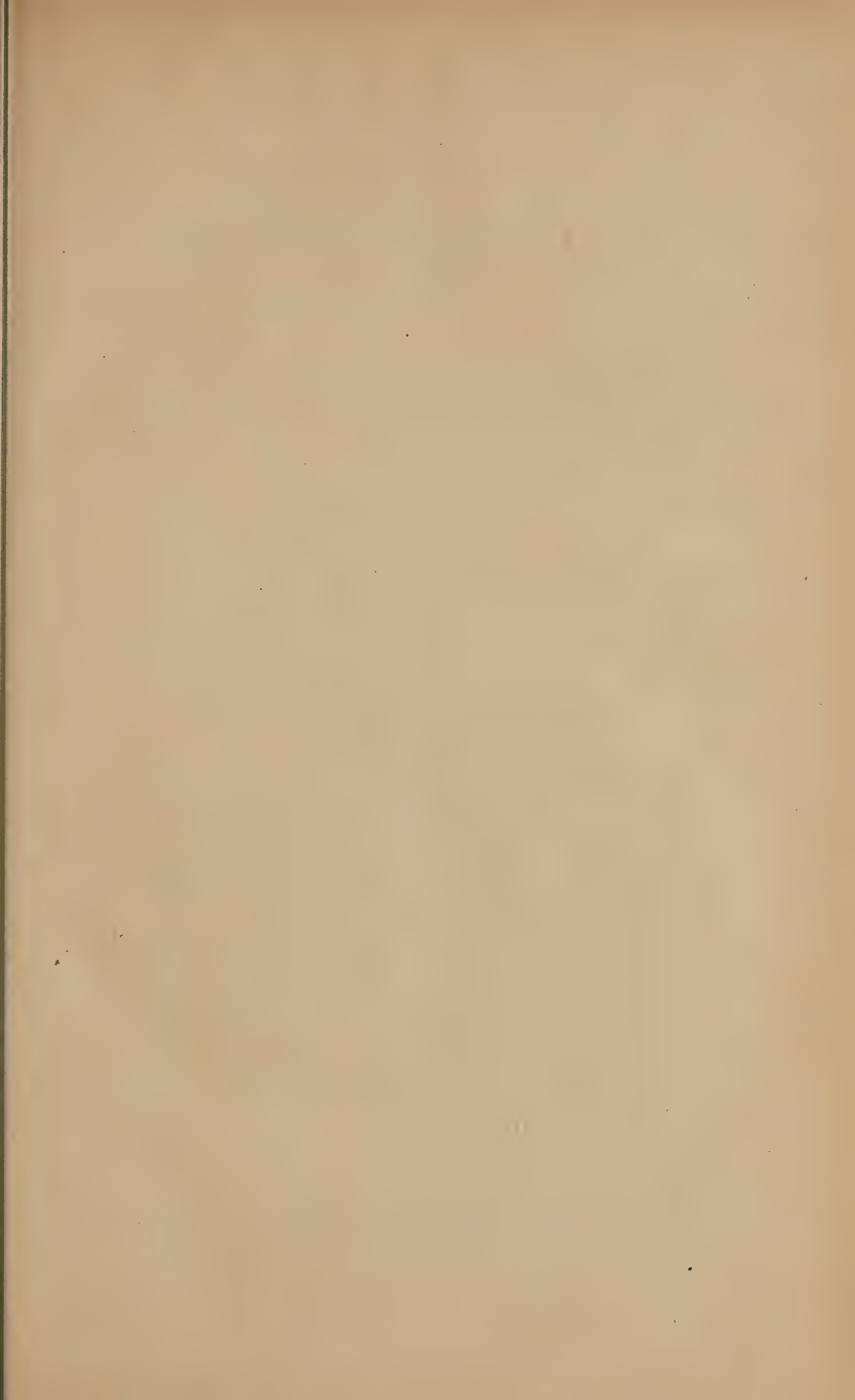
And, pursuant to provisions in "The Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864," to become interested equally with the Lancashire and Yorkshire Railway Company in the ownership, construction, and use of the Railway from the neighbourhood of Blackburn to Chorley, authorised by that Act.

The London and North Western Railway Company are to be enabled to subscribe to the undertaking of the Lancashire Union Railways a further sum of 80,000 *l.*

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

- [1. *Lancashire and Yorkshire, Midland, and Leeds, Bradford, and Halifax Junction Railways Bill.*]
- [2. *Lancashire and Yorkshire Railway Bill.*]
- [3. *Lancashire and Yorkshire Railway, and Lancashire Union Railways Companies Bill.*]
- [4. *Lancashire Union Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Launceston, Bodmin, and Wadebridge Junction Railway Bill.

By this Bill it is proposed to change the name of the Launceston, Bodmin, and Wadebridge Junction Railway Company to “The Central Cornwall Railway Company;” and to enable them—

To raise further sums of 320,000 *l.* by “Extension Shares,” and 106,600 *l.* by loan, as a separate capital:

To make the following Railways, viz.:—

(No. 1), length 22 miles 60 chains, from a junction with a branch of the Bodmin and Wadebridge Railway at Ruthern Bridge to a junction with the Cornwall Railway at its Truro Station:

(No. 2), length 22 chains, at St. Columb Major, from (No. 1) to a junction with the Newquay Railway:

To run over and use the following Railways with the Stations thereon, viz.:—

The Bodmin and Wadebridge, the West Cornwall, the Okehampton, and the Exeter and Crediton Railways; portions of the North Devon, the Bristol and Exeter, the London and South Western, and the South Devon Railways, between the Okehampton Railway and the Queen Street Station at Exeter; and the portion of the Cornwall Railway between Truro and the West Cornwall Railway:

To have traffic facilities by through booking and mileage rates on the London and South Western, and the Salisbury and Yeovil Railways:

To enter into working and traffic arrangements with the London and South Western, the Launceston and South Devon, the Bodmin and Wadebridge Junction, the Okehampton, the West Cornwall, and the Cornwall Railway Companies.

Section 20. As the intended Railways will have junctions with broad gauge and also with narrow gauge Railways, it may deserve consideration whether the intended gauge of the new lines should not be specified in the Bill. Observations.

Sections 23 and 24. With regard to the numerous bridges proposed to be constructed of less width than would be required by "The Railway Clauses Consolidation Act, 1845," sections 49 and 50 (viz., 25 feet), reference may be made to the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Sections 30 and 31. Reference may be made to the observations on "Running Powers" in the above-mentioned General Report, page 24,

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Launceston, Bodmin, and Wadebridge Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Leeds New Railway Station Bill.

THE objects of this Bill are—

Objects.

To enable each of the North Eastern and the London and North Western Railway Companies to raise an additional sum of 100,000 *l.* by shares, and one-third of that amount by loan :

To enable the two Companies to make a Station on the south-east side of and adjoining to the Wellington Station of the Midland Railway Company, at Mill Hill, in Leeds ; and a Railway, length 37 chains, extending from the proposed Station to a junction with the Midland Railway, near its crossing of the Liverpool Canal, in Holbeck :

To run over and use the portions of the Midland Railway between the above-mentioned intended junction and the existing junctions therewith of the Leeds Northern Line of the North Eastern Railway at the east, and of the London and North Western Railway at the west of the Holbeck Station, in Leeds :

To enter into agreements between themselves and with the Midland Railway Company for the construction and use of the intended Station and Railway, and for the conveyance and interchange of traffic :

To appoint, and if so agreed, conjointly with the Midland Railway Company, a “ Leeds New Station Committee,” for the construction, maintenance, and management of the proposed undertaking.

Section 11. It is usual, and it seems desirable, to specify a sum of money as the limit of the new borrowing power, instead of defining that power by reference to another provision, as in this clause. The terms of the proposed power involve a fraction of a shilling. Observations.

Section 22. Reference may be made to the observations on “ Running Powers ” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Leeds New Railway Station Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Leeds, North Yorkshire, and Durham Railway Bill.

THE objects of this Bill are to incorporate “The Leeds, North Yorkshire, and Durham Railway Company,” with a capital of 1,500,000 *l.* in 10 *l.* shares, and 500,000 *l.* by loan, and to empower them—

To make the following Railways, described in Section 23 of the Bill, viz. :—

(No. 1), length 75 miles 43 chains, from Aire-street, Leeds, passing by Wetherby, Easingwold, Stokesley, and Stockton-upon-Tees, to the West Hartlepool Railway at Billingham; and 16 Branches of the aggregate length of 7 miles 31 chains, to connect No. 1 with the London and North Western, the Leeds, Bradford, and Halifax Junction, the Midland and the North Eastern Railways, near Leeds; with the North Eastern Railway, at Wetherby, and at Kirk Hammerton, in the West Riding, and at Alne, at Kirkby, and at Thornaby, in the North Riding; with the main line and with the Middlesborough Branch of the Stockton and Darlington Railway, near Stockton-on-Tees; and with the Stockton Branch and the Port Clarence Branch of the West Hartlepool Railway, near Norton, in the county of Durham:

(No. 2), length 29 miles 76 chains, from Railway (No. 1) at Hemsley, by Pickering, to Scarborough; with two short Branches, of the aggregate length of 1 mile 32 chains, to connect No. 2 with the North Eastern Railway at Pickering, and at Scamer, in the North Riding:

(No. 3), length 10 miles 22 chains, from (No. 2) at Kirkby Moorside, to Farndale East:

To enter into working and traffic arrangements with the London and North Western, the Midland, the Lancashire and Yorkshire, and the Great Northern Railway Companies.

The new Company are to give traffic facilities by through booking, through carriages, &c., to such of the London and North Western, the Midland, the Lancashire and Yorkshire, the Great Northern, the Leeds, Bradford, and Halifax Junction, the West Yorkshire, and the North Eastern Railway Companies, and the West Hartlepool Harbour and Railway Company, as afford like facilities to the traffic of the new Company.

Section 2. It is usual, and it seems desirable in this case, that “expressly” Observations. should be inserted before “altered,” in the last line but one of this clause.

Section 23. After “Subject to the provisions of this Act” should be added, “and of the Acts wholly or partially incorporated with this Act.”

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

No. 1 crosses the River Tees near Stockton by a viaduct of 29 arches, each 40 feet wide and 25 feet high.

No. 14 terminates on the south bank of the River Tees.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Leeds, North Yorkshire, and Durham Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CXXXVIII.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ That the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Llanelly Railway and Dock Bill.

THE objects of this Bill are to enable the Llanelly Railway and Dock Objects.
Company—

To raise further sums of 120,000 *l.* by shares and 40,000 *l.* by loan, for the purposes of their Swansea Lines undertaking :

To take additional lands in the parish of Llanelly ;

To purchase the Rhôs Colliery Railway, by agreement :

To stop up the Company's Channel at Llanelly by an embankment, and to execute other works in connexion therewith :

To enter into agreements with the Llanelly Harbour and Burry Navigation Commissioners relative to those works :

And to enter into agreements with the Carmarthenshire Railway Company for the construction of the Lines of Railway authorised by “ The Carmarthenshire Railway Act, 1864,” and for the construction of joint stations at or near the Railways.

The Bill further provides for the compulsory purchase of the layerage dues of the lord of the layer of the River Loughor, and repeals provisions in “ The Llanelly Railway and Dock Act, 1863,” alleged in the Bill to be unduly favourable to the Vale of Neath Railway Company.

As the works proposed to be authorised by Section 22 of this Bill affect the bed and shore and tidal waters of the River Burry, it may be proper, for the protection of the rights of the Crown and of the interests of navigation, to incorporate in this Bill the provisions “ with respect to the construction of the Harbour, Dock, or Pier” of “ The Harbours, Docks, and Piers Clauses Act, 1847 ;” and also the provisions with respect to “ Protection of Navigation,” in Part I. of “ The Railways Clauses Act, 1863,” with the explanation that the expression “ Harbour, Dock, or Pier” in the Act of 1847, and “ Railway,” or “ Work,” in the Act of 1863, shall mean the embankment and other works authorised by this Bill. Observations.

Section 20. If the Rhôs Colliery Railway become part of the Company's undertaking, and be used by them with locomotive engines, it might be proper to make applicable to it by incorporation with this Bill, the provisions with respect to screens for turnpike and other roads in Sections 63 and 64 of the “ Railways Clauses Consolidation Act, 1845,” and also the provisions with respect to level crossings of public roads in Section 47 of that general Act, and in Sections 5, 6, 7 and 8 of the Railways Clauses Act, 1863.

Section 21. After “ subject to the provisions of this Act,” should be inserted “ and of the Acts wholly or partially incorporated herewith.”

Section 25. If this clause respecting tolls, the necessity for which is not apparent, be retained in the Bill, it would be proper to prefix it the words, "Subject to the provisions, with respect to the Rates to be taken by the Undertakers, in the Harbours, Docks, and Pier Clauses Act, 1847."

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

An embankment with a lock near the mouth of the low water channel leading to the New Dock, at Llanelly, described in the Bill as the "Company's Channel."

From the plan it would seem that the channel can only lead to and from the Dock of the Company, and that the adjoining waters cannot be traversed by shipping not going to or from that Dock.

Such interference may render proper, as above suggested, the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill does not propose to incorporate any of these enactments.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Llanelly Railway and Dock Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL WATERS
of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CXXXIX.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Llanelly Railway and Dock (Extension to Mumbles) Bill.

THE objects of this Bill are to enable the Llanelly Railway and Dock Com- Objects.
pany—

To raise further sums of 36,000 *l.* by shares, and 12,000 *l.* by loan :

To make a Railway, length 2 miles 68 chains, from a junction with their authorized line, in the parish of Swansea, to Mumbles Point, such works to be part of the Company's “Swansea Lines Undertaking:”

To dredge a part of Swansea Bay, in front of Mumbles Point and Middle Isle.

Section 16. After “incorporated Acts,” it would be more accurate to insert, Observations.
“and parts of Acts.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances ; viz. :—

The Railway skirts the shore of Swansea Bay from Swansea to the Mumbles, and terminates in the sea about 440 yards from high water mark.

The Company are to be empowered to dredge and scour a part of Swansea Bay.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above under Section 16.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Llanelli Railway and Dock (Extension to
Mumbles) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London and North Western Railway (New Works, &c.) [Wales and Ireland] Bill.

THE objects of this Bill are to enable the London and North Western Railway Company—

To raise further sums of 500,000 *l.* by shares, and 166,000*l.* by loan :

To acquire additional lands at certain parts of the Company's Chester and Holyhead Railway, at Abergavenny, and at Holyhead :

To make the several new Railways described in Section 17 of the Bill, of the aggregate length of 23 miles 35 chains, comprising Lines in the counties of Brecon and Glamorgan, to be connected with the Rhymney, the Vale of Neath, the Dowlais, and the Merthyr and Tredegar and Abergavenny Railways ; a Branch from the Chester and Holyhead Railway, at Saltney, in the county of Flint ; an extension, length 3 miles 66 chains, of the Conway and Llanrwst Railway, to Bettws-y-coed ; and a Branch, length 9 miles 74 chains, from the Bangor and Carnarvon Railway at Carnarvon, by Llanllyfni, to Nantlle :

To make two Wharfs, one on the shore of the Menai Straits, near the Carnarvon Station, the other in the parish of Llanrhos, on the eastern shore of the River Conway :

To carry the Greenfield and Mostyn Turnpike Road, at Whitford, in the county of Flint, over the Company's Railway, instead of on the level :

To convert shares in the capital of the Conway and Llanrwst Railway Company, by agreement with the holders, into stock of the London and North Western Railway Company :

To enter into agreements with the Ulster and the Belfast and Northern Counties Railway Companies, for the transmission and interchange of traffic.

It is further proposed by this Bill—

To extend the time for laying down a second line of rails on the Merthyr, Tredegar, and Abergavenny Railway, to 1868 :

To confirm an agreement (in the Schedule) between the London and North Western, and the Vale of Neath Railway Companies, for the use by the former Company of the Vale of Neath Railway, and for through rates and through booking between their respective Railways.

Observations.

Sections 2 and 17. If the proposed wharfs be sanctioned, the provisions for the protection of navigation in the 17th Section of the Railways Clauses Consolidation Act, 1845, and in Sections 13 to 19 of the Railways Clauses Act, 1863, should be extended to these works, by explaining in Section 2 of this Bill, that in construing those enactments, "Railways" and "Works" shall be taken to include the wharfs and works connected therewith authorised by this Bill.

Section 2. In the last line but one, "expressly" should be inserted before "altered."

Section 17. In the second line, "wholly or partially" should be inserted before "incorporated."

Interference with Tidal Waters.

Tidal Waters.

INTERFERENCE with tidal waters is proposed by this scheme in the following instances, viz. :—

The acquisition of land extending below high-water mark, for wharfage purposes principally—

In the River Dee, at Holywell, Flintshire :

In the Menai Straits, at Carnarvon :

In Beaumaris Bay, near Penmaenmawr Station :

In the River Conway, at Treganway.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments. .

See above, under Sections 2 and 17.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London and North Western Railway (New Works, &c.) [Wales and Ireland] Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Bucks, and East Gloucestershire Railway Bill.

THE objects of this Bill are to incorporate the “London, Bucks, and East Gloucestershire Railway Company,” with a capital of 900,000 *l.* in 10 *l.* shares (which may be made “preferred” six per cent., and “deferred” half shares), and 300,000 *l.* by loan, and to empower them—

To make the following Railways, viz. :

(No. 1). Length, 22 miles 70 chains, from a junction with the authorised line of the East Gloucestershire Railway at Yarnton, three miles north of Oxford, passing by Thame to a point in the parish of Ellesborough, about two miles west of Wendover; with a Branch (No. 3), length 51 chains, to the London and North-Western Railway (Oxford and Bletchley Branch) at Wolvercot;

(No. 2). Length 30 miles 39 chains, from the termination of (No. 1), passing by Wendover, Missenden, Chesham, Amersham, Rickmansworth, Watford, and Harrow-on-the-Hill, to a junction with the authorised line of the Midland Railway, in the parish of Hendon, in Middlesex; and

(No. 5). Length, 3 miles 63 chains, from the termination of No. 1) to the authorised Aylesbury and Buckingham Railway at Aylesbury;

(No. 4). 68 chains, to connect Nos. 1 and 5;

(Nos. 6 and 7), of a joint length of one mile 10 chains, to connect (No. 2) with the Watford and Rickmansworth Railway, at Watford;

To run over the Witney, the Watford and Rickmansworth, and the Rickmansworth, Amersham, and Chesham Railways, and use their stations.

To enter into working and traffic arrangements with the London and North-Western, the Midland, and the East Gloucestershire Railway Companies.

Section 39. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London, Bucks, and East Gloucestershire
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

London, Worcester, and South Wales Railway Bill.

THE objects of this Bill are to incorporate “ The London, Worcester, and South Wales Railway Company,” with a capital of 320,000 *l.* in 10 *l.* shares, and 106,600 *l.* by loan ; and to empower them— Objects.

To make a Railway (No. 1), length 22 miles 33 chains, from a Junction with the East and West Junction Railway at Old Stratford, in the county of Warwick, passing westward to a Junction with the Great Western Railway, on the eastern side of the City of Worcester ; an Extension (No. 2), length 30 chains, to Sansom Walk, Worcester, and a Branch (No. 3), length 34 chains, to the authorised Evesham and Redditch Railway, near Bidford :

To have traffic facilities by through booking and otherwise, and station services on the Lines of the East and West Junction and the Evesham and Redditch Railway Companies :

To run over and use the Lines and Stations of those Companies :

To enter into working and traffic arrangements with the East and West Junction Railway Company.

Section 37. Reference may be made to the observations on “ Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24. Observation.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London, Worcester, and South Wales Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Lostwithiel and Fowey Railway Bill.

THE object of this Bill is to enable the Lostwithiel and Fowey Railway Com- Objects.
pany to cancel forfeited shares, and accept surrenders of shares in the capital
authorised by their Act of Incorporation (1862) ; and to create and issue new
shares, preferential or ordinary, in lieu of cancelled or surrendered shares.

The practice of Parliament would seem to require that, with a view to defining Observation.
the amount of preferential capital which this Company may create, there should
be a statement in the Bill of the present position of their share capital, showing
the numbers of shares issued, forfeited or liable to be forfeited, and unissued.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Lostwithiel and Fowey Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE ON
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Lynn and Sutton Bridge Railway Bill.

THE objects of this Bill are to enable the Lynn and Sutton Bridge Railway Company—

To raise further sums of 36,000 *l.* by shares, and 12,000 *l.* by loan :

To make the following Railways, viz. :

(No. 1), length 19 chains, at Sutton St. Mary, from the Company's line at the western end of the Cross Keys, or Sutton Bridge, to a junction with the Norwich and Spalding Railway :

(No. 2), length 14 chains, from (No. 1) to the authorised line of the Peterborough, Wisbeach, and Sutton Railway, near Sutton Bridge :

(No. 3), length 1 mile 17 chains, from the Company's authorised line at Lynn Regis to the North end of the Harbour Branch of the Great Eastern Railway, near Purfleet :

To run over a portion of the Norwich and Spalding Railway and its Sutton Bridge Station, so as to communicate with the authorised line of the Peterborough, Wisbeach, and Sutton Railway :

To have traffic facilities, by through booking, carriages, &c., on the Norwich and Spalding, and the Peterborough, Wisbeach, and Sutton Railways :

To enter into working and traffic arrangements with the Great Northern, the Midland, and the Peterborough, Wisbeach, and Sutton Railway Companies, or any of them; and into agreements for the interchange of traffic facilities with those Companies, and with the Norwich and Spalding Railway Company.

It is further proposed by this Bill to repeal the 15th Section of the Lynn and Sutton Bridge Railway Act, 1863, and to make new provision for settling by arbitration the alterations to be made in the Norwich and Spalding Railway, for effecting a convenient junction between that Railway, and the Lynn and Sutton Bridge Railway.

Section 11. The terms of this clause, enabling the Company to attach to the new shares “any preferential dividend, with or without other privileges, which the Company may think fit,” seem to leave the maximum rate of preferential dividend unlimited, either by this Bill, or by the 13th Section of the Companies Clauses Act, 1863. This does not appear to be in accordance with the practice of Parliament. Observations.

This clause does not contain the usual restriction that shares created for the purpose of redeeming other shares shall not exceed in nominal amount the shares to be redeemed thereby.

Section 18. It would be more accurate, and it seems desirable, to add, after "incorporated Acts" in the second line, the words "and parts of Acts."

Section 22. It seems to be a question whether so long a period as *five* years can be requisite for the completion of the works to be authorised by this Bill. The rest of this Company's line is to be completed by 1 January 1866.

Section 25. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on Railways, &c. Bills, page 24.

Interference with Tidal Waters.

Tidal waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

No. 3 crosses the Eau Brink Cut in front of the town of King's Lynn, and crosses the Sandringham Eau by an opening bridge of 25 feet span.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of sections 13 to 19, both inclusive ("Protection to Navigation"), of the Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

In clause 18, giving power to construct works, in the second line, after the word "Acts," the words "and parts of Acts" should be added.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*Lynn and Sutton Bridge Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CXIV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Mansfield and Retford Railway Bill.*
 2. *Maryport and Carlisle Railway Bill.*
 3. *Maryport and Carlisle (Whitehaven Junction, &c.) Railways Bill.*
-

1. *Mansfield and Retford Railway Bill.*

THE objects of this Bill are, to incorporate “ the Mansfield and Retford Railway Company,” with a capital of 250,000 *l.* in 10 *l.* shares, and 83,300 *l.* by loan; and to empower them—

To make a Railway, length 17 miles 66 chains, from a junction with the Midland Railway at Mansfield, passing by Ollerton, to a junction with the Great Northern Railway at East Retford :

To run over and use the portion of the Great Northern Railway, between the intended junction and the Retford Station, including that station; and the portion of the Midland Railway between the Nottingham and Mansfield Stations, including those stations :

To have traffic facilities by through booking from the Great Northern and the Midland Railway Companies :

To enter into working and traffic arrangements with the Great Northern and the Midland Railway Companies.

Section 38. Reference may be made to the observations on “ Running Powers ” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 24.

2. *Maryport and Carlisle Railway Bill*

THE objects of this Bill are to enable the Maryport and Carlisle Railway Company—

To raise a further sum of 60,000 *l.* by shares and 20,000 *l.* by loan :

To make a Railway to be called “ The Derwent Branch Railway,” length 5 miles 78 chains, from their Bull Gill Station to a junction with the Cocker-mouth and Workington Railway, near its Brigham Station ;

To enlarge the Company’s Bull Gill Station ;

To run over the Railways, and to use the stations of the Cocker-mouth and Workington, the Cocker-mouth, Keswick, and Penrith, the Whitehaven Junction, and the Whitehaven, Cleator, and Egremont Railway Companies, and to have traffic facilities from those four Companies by through booking and otherwise.

The Bill also confirms an agreement (scheduled to the Bill) between the Company and the Cockermouth and Workington Railway Company with respect to mutual traffic facilities, and the use of the intended Branch Railway.

Observations.

Section 19. With respect to the proposed period of five years for the completion of the intended Branch Railway, it is to be observed that, by Article 11 of the Agreement set out in the Schedule, it is stipulated on the part of the Company that they will execute the Railway within *two* years from the passing of the Act by which it shall be authorised.

Section 22. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

3. *Maryport and Carlisle (Whitehaven Junction, &c.,) Railways Bill.*

Objects.

THE object of this Bill is, to authorise the future amalgamation of the Whitehaven Junction, the Cockermouth and Workington, the Whitehaven and Furness Junction, the Whitehaven, Cleator, and Egremont, and the Solway Junction Railway Companies, or any two or more of them, with the Maryport and Carlisle Railway Company, subject to approval by the Board of Trade.

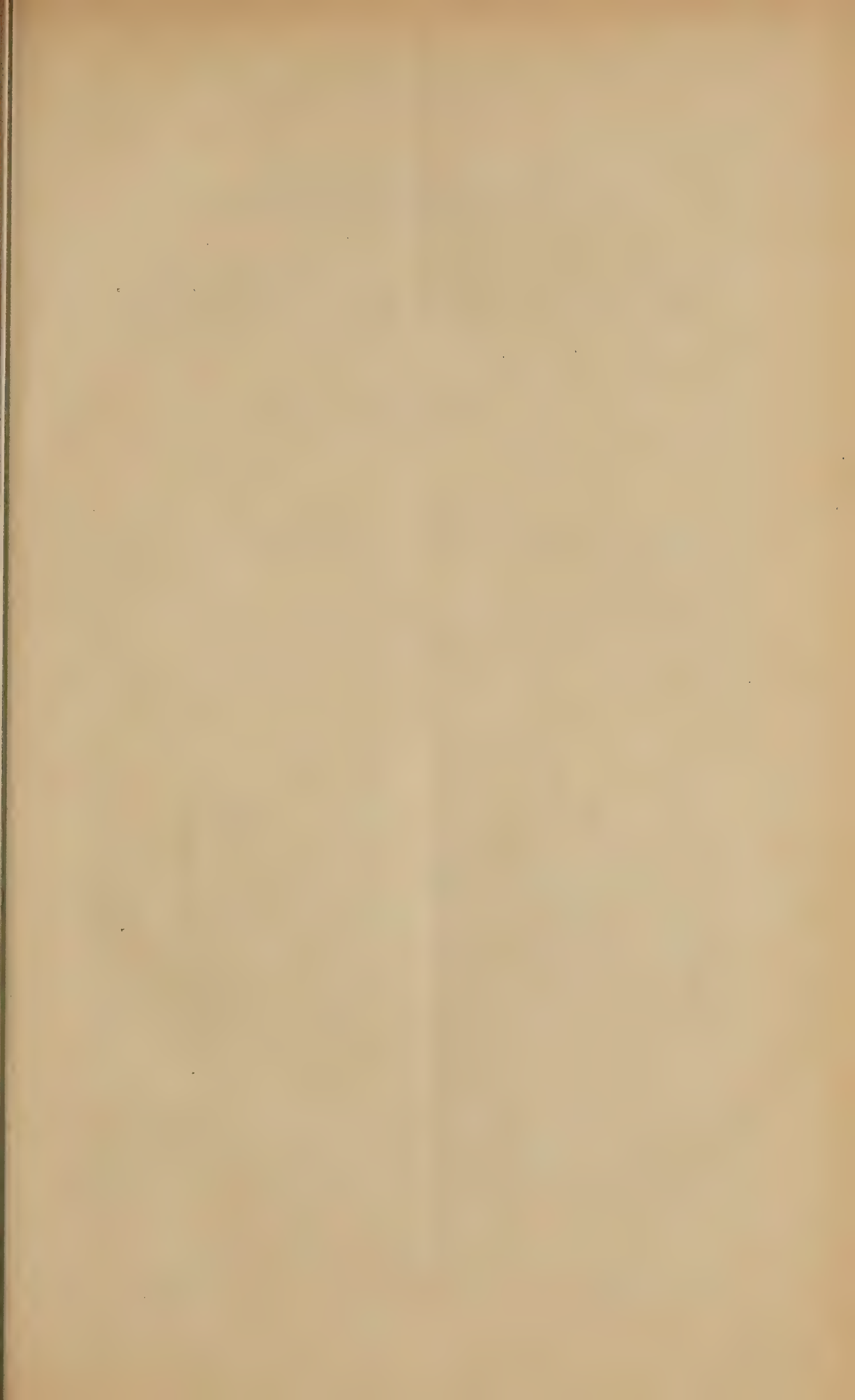
Observations.

Reference may be made to the observations on "Amalgamation, Sale and Lease" in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 23.

Section 11. It is proposed to leave the name of the amalgamated Company to be determined hereafter by the parties to an amalgamation. To leave to a corporation power to select its name at a future time is unusual, and might lead to uncertainty and inconvenience to other parties in their transactions with or claims on the new Company.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

- [1. *Mansfield and Retford Railway Bill.*]
- [2. *Maryport and Carlisle Railway Bill.*]
- [3. *Maryport and Carlisle (Whitehaven Junction, &c.) Railways Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3-CXLVI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Mellis and Eye Railway Bill.*
 2. *Mersey Docks and Harbour Board Bill.*
-

1. *Mellis and Eye Railway Bill.*

THE objects of this Bill are to incorporate the “Mellis and Eye Railway Company,” with a capital of 15,000 *l.* in 10 *l.* shares, and 5,000 *l.* by loan; and to empower them—

To make a Railway, length 2 miles 73 chains, from a junction with the Great Eastern Railway at the Mellis station, to the town of Eye:

To use the Mellis station of the Great Eastern Railway, and a portion of that Railway in connection therewith.

To enter into working and traffic arrangements with the Great Eastern Railway Company.

No observation by the Board of Trade appears necessary.

2. *Mersey Docks and Harbour Board Bill.*

THIS Bill sets forth that Robert Vyner, Esquire, being owner of lands adjoining to and in Wallasey Pool, now the “Great Float” at Birkenhead, purchased in 1830 a grant from the Crown of other part of the “Great Float;” that before the passing of “The Mersey Docks Consolidation Act, 1858,” he was entitled to access between that estate and the River Mersey, through the “Great Float,” on payment of tonnage rates only on ships; that by the Act of 1858, notwithstanding opposition on the part of Mr. Vyner, which opposition failed in consequence of the Mersey Docks and Harbour Board bringing forward a grant to them from the Crown in 1854 of the above-mentioned portions of the “Great Float,” power was granted to the Mersey Docks and Harbour Board to levy dock rates on goods within those portions of the “Great Float;” that since the year 1858, it has been decided that the claim of the Board under the grant of 1854 is invalid as to the lands, part of the “Great Float,” previously granted to Mr. Vyner.

The object of the Bill is to repeal in part the 234th section of “The Mersey Dock Acts Consolidation Act, 1858,” in order to preclude the Mersey Docks and Harbour Board from levying any dock rates on goods loaded or unloaded on or from vessels lying in and using that part of the “Great Float” which belongs to Mr. Vyner, or any docks or landing places within his lands in Bidstone and Wallasey.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Mellis and Eye Railway Bill.*]

[2. *Mersey Docks and Harbour Board Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Midland Railway (Barnsley to Kirkburton) Bill.*
 2. *Midland Railway (Mansfield, &c. Lines) Bill.*
-

1. *Midland Railway (Barnsley to Kirkburton) Bill.*

THE objects of this Bill are to enable the Midland Railway Company—

To raise further sums of 420,000 *l.* by shares, and 140,000 *l.* by loan :

Objects.

To make an extension Railway, length 12 miles 33 chains, from their authorised Barnsley Branch at Barnsley to a junction with the London and North Western Railway Company's authorised line from Huddersfield to Kirkburton at High Burton :

To enter into working and traffic arrangements with the London and North Western Railway Company with respect to the intended Railway and the above-mentioned Huddersfield and Kirkburton line.

No observation by the Board of Trade appears necessary.

2. *Midland Railway (Mansfield, &c. Lines) Bill.*

THE objects of this Bill are to enable the Midland Railway Company—

To raise further sums of 500,000 *l.* by shares, and 166,000 *l.* by loan :

Objects.

To make Railways :

Nos. 1, 2, and 3, of an aggregate length of 13 miles 1 chain, to connect the Company's line at Mansfield with their line at Southwell :

Nos. 4 and 5, of a joint length of 15 miles 15 chains, to connect the Company's line at Mansfield with the Manchester, Sheffield and Lincolnshire Railway at Worksop :

No. 6, length 5 miles 48 chains, to connect No. 4 at Elmtun with the Company's authorised Staveley and Bolsover line at Staveley :

To make two deviations, of a joint length of 72 chains, in the Company's existing Nottingham and Mansfield line, and to dispose of the corresponding disused portions of that existing line.

Section 28. It may be a question, with respect to the portions of the existing railway which may be discontinued and disposed of under this clause, whether the Bill should not contain the usual provisions for the restoration of roads, crossed by the Railway, or for the payment by the Company of a sum of money in discharge of their liability to maintain any road, bridge, arch, or culvert. Such provisions are contained in Sections 22 and 23 of the General Act for the Abandonment of Railways, 13 & 14 Vict. c. 83. See also Sections 8 and 9 of “The North Eastern Railway Company's (Grosmont and Whitby Branches) Act, 1861” (c. 135, Local). Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Midland Railway (Barnsley to Kirtlington)*
Bill.]
[2. *Midland Railway (Mansfield, &c. Lines)*
Bill.]
-

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Navan and Kingscourt Railway Bill.

THE objects of this Bill are to incorporate “The Navan and Kingscourt Rail- Objects.
way Company,” with a capital of 120,000*l.* in 10*l.* shares, and 40,000*l.* by
loan; and to empower them—

To make a Railway, length 10 miles 76 chains, from a Junction with the
Dublin and Meath Railway at Navan, in the county of Meath, to Kingscourt, in
the county of Cavan:

To enter into working and traffic arrangements with the Dublin and Meath
Railway Company.

The Dublin and Meath Railway Company are to be authorised to subscribe
for 40,000*l.* in the capital of the new Company, and to raise that amount by
new shares.

Section 15. The power of the Dublin and Meath Railway Company to issue Observations.
the new shares is not made subject to the usual condition of previous payment
of one-fifth of the amount of the new shares.

Section 16. Part I. and Part III. of “The Railways Clauses Act, 1863,”
appears to be a mistake for Part I. and Part II., relating respectively to cancel-
lation and surrender of shares, and to additional capital, of “The Companies
Clauses Act, 1863.”

Section 17 refers to a guarantee of dividend or interest, by the Dublin and
Meath Railway Company, on moneys to be raised by the new Company. No
authority for the granting such guarantee appears to be contained in this Bill.

Section 35. Reference may be made to the observations on “Dimensions of
Bridges” in the General Report of the Board of Trade on Railway, &c. Bills of
this Session, page 25.

Section 48. The weight of luggage usually allowed to first class passengers is
120 lbs., not 112 lbs. only.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Navan and Kingscourt Railway Bill.]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
Waters, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Newport and Usk Railway Bill.*

2. *Newport Pagnell Railway Bill.*

1. *Newport and Usk Railway Bill.*

THE objects of this Bill are to incorporate the “Newport and Usk Railway Company,” with a capital of 138,000 *l.* in 10 *l.* shares, and 46,000 *l.* by loan; and to empower them—

To make a Railway, length 11 miles 15 chains, from a junction with the Eastern Valleys Line of the Monmouthshire Railway, near Newport, passing by Caerleon and up the Eastern side of the River Usk to a junction with the Coleford, Monmouth, Usk, and Pontypool Railway at Usk; and a Branch, length 17 chains, to form a second junction with that Railway, at Usk:

To enter into working and traffic arrangements with the Great Western Railway Company, the Monmouthshire Railway and Canal Company, and the Coleford, Monmouth, Usk, and Pontypool Railway Company:

To run over the portions of the Monmouthshire Railway between the intended junction therewith, near Newport, and its several termini in Newport, and between Newport and the junction at Bassalleg, with the Old Rumney Line of the Brecon and Merthyr Tydfil Junction Railway, and over the portion of the Coleford, Monmouth, Usk, and Pontypool Railway, east of Usk Station.

Section 20. It would be more accurate, and it seems desirable, to add after “incorporated Acts,” in the second line, the words “and Parts of Acts.”

Section 40. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz. :—

The Railway skirts in several places the tidal portion of the River Usk:

It crosses that river near the Sore Brook by a bridge of four arches, each of 60 feet span and 13 feet headway.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of the Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above, under Section 20.

2. *Newport Pagnell Railway Bill.*

THE objects of this Bill are to enable the Newport Pagnell Railway Company—

To raise further sums of 80,000 *l.* by shares, and 26,000*l.* by loan ;

To make an Extension Railway, length 5 miles 29 chains, from a junction with the authorised Railway at Newport Pagnell, to Olney.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Newport and Usk Railway Bill.*]

[2. *Newport Pagnell Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Northampton and Banbury Junction Railway (Extensions) Bill.

THE objects of this Bill are to enable the Northampton and Banbury Junction Objects.
Railway Company, incorporated in 1863—

To raise further sums of 530,000 *l.* by shares, and 176,600 *l.* by loan :

To make the several Railways, described in Section 17 of the Bill, of an aggregate length of 33 miles 10 chains, which will connect the Chipping Norton Branch of the Great Western Railway, near its Chipping Norton Station, and the Oxford and Worcester Line of the Great Western Railway, near its Blockley Station, with the Oxford and Birmingham Line of the Great Western Railway, and with the Banbury Extension of the Buckinghamshire Railway, near Banbury :

To enter into working and traffic arrangements with the Great Western and the London and North Western Railway Companies :

To run over the portion of the Great Western Railway between Blockley and Worcester, and a portion of the Banbury Extension of the Buckinghamshire Railway, near Banbury, and to use the Worcester and Banbury Stations of those lines respectively :

To have traffic facilities by through booking, through carriages and otherwise, from the Great Western and the London and North Western Railway Companies.

Section 16. It would be more accurate, and it seems desirable, to add after Observations.
“ Subject to the provisions of this Act,” the words “ and of the Acts wholly or partially incorporated with this Act.”

Sections 20, 21 and 22. With respect to these numerous departures from the requirements of the 49th and 50th Sections of “ The Railways Clauses Consolidation Act, 1845,” reference may be made to the observations on “ Dimensions of Bridges ” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Section 30. See observations on “ Running Powers ” in the above-mentioned General Report, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Northampton and Banbury Junction Railway
(Extensions) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North and South Wiltshire Junction Railway Bill.

THE objects of this Bill are, to incorporate the North and South Wiltshire Railway Company, with a capital of 270,000 *l.* in 20 *l.* shares, and 90,000 *l.* by loan, and to empower them— Objects.

To make the following Railways, viz. :

(No. 1), length 16 miles 71 chains, from the authorised line of the Wilts and Gloucestershire Railway at Christian Malford, to a point adjoining the Woodborough Station of the Berks and Hants Railway :

(No. 2), length 58 chains, from No. 1, at Woodborough, westward to a point of the Berks and Hants Railway in the parish of Beachingstoke.

To enter into working and traffic arrangements with the Great Western, the Midland, the Stonehouse and Nailsworth, the Wilts and Gloucestershire, the Berks and Hants, and the London and South Western Railway Companies.

Section 23. It would be more accurate, and it seems desirable, to add after “ Railways Clauses Consolidation Act,” in the second line, “ 1845, and in Part I. of the Railways Clauses Act, 1863.” Observations.

Section 39. This clause, for a reference to arbitration, does not appear to be consistent with the previous provisions with respect to agreements in Sections 37 and 38. It would seem to relate to an intended provision for compulsory user of the lines of other Companies omitted from the Bill.

Board of Trade,
February 1865.

(signed) *James Booth.*

RAILWAY AND CANAL, &c. BILLS.

[*North and South Wiltshire Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British and Edinburgh and Glasgow (Bridge of Forth) Railways Bill.

THE objects of this Bill are,—

To authorize the North British Railway Company to raise, for the purposes of Objects. the Bill, 140,000 *l.*, as part of the share capital authorized by their Edinburgh, Dunfermline, and Perth Act, 1863; 234,200 *l.* by new shares, in lieu of shares to the like amount to be cancelled in the Company's existing capital, being part of shares for 544,716 *l.* authorized to be created by the Edinburgh, Perth, and Dundee Railway Company; and 21,000 *l.* by new shares, as additional capital; and to raise 85,060 *l.* by loan;

To authorize the Edinburgh and Glasgow Railway Company to raise for the purposes of the Bill, sums of 254,800 *l.* by shares, and 84,930 *l.* by loan;

To enable the two Companies to appoint a joint committee for the construction and management of the hereinafter mentioned works, viz.:

No. 1. Length 6 miles 74 chains, from a junction with the Edinburgh and Glasgow Railway near Linlithgow, passing across the Forth, to the late Charleston Line of the North British Railway, near Dunfermline:

No. 2. Length 60 chains, from No. 1 to the Edinburgh and Glasgow Railway at Linlithgow:

No. 3. Length 10 chains, at Dunfermline, to connect the Charleston Line with a Line authorized in 1863:

No 4. Length 48 chains, a widening of the late Charleston Line at Dunfermline.

The North British Railway Company are to be authorized to abandon the construction of a portion of the Railways authorized by their Act of 1863, from the Firth of Forth to Port-street, Inverkeithing, and the Pier in connection therewith.

The period to be allowed for the construction of the works is *seven years*.

A toll as for six miles is to be authorized in respect of the intended Bridge, exceeding two miles in length, across the Firth of Forth.

Sections 30, 31, and 37. With respect to the proposed powers to the North Observations. British Railway Company to raise 234,200 *l.* by shares, in respect of part of the capital formerly of the Edinburgh, Perth, and Dundee Railway Company, and to borrow 85,060 *l.*, it is to be observed that borrowing powers have already been granted, and are vested (either exercised or unexercised) in the North British Railway Company, in respect of the authorized share capital formerly of the Edinburgh, Perth, and Dundee Railway Company; and that it appears by the Return made by the North British Railway Company of their authorized share and loan capitals, as on 31st December 1863 (Parliamentary Paper, No. 20, of 1864),

that the Company were then authorized to have a loan capital of 3,551,171 *l.*, in respect of a share capital of 8,729,792 *l.* only. The arrangements proposed in this Bill would enable the Company to add 85,060 *l.* to their mortgage debt, in respect of an addition of 21,300 *l.* only to their share capital.

Section 49. After "Acts," in page 16, line 20, it would be more accurate to insert "and parts of Acts."

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :—

Railway, No. 1, crosses the Firth of Forth by a bridge or viaduct, commencing on the south shore near and at the west of Blackness, and terminating on the north shore, about 9 furlongs west of Charleston Harbour, about 2 miles 16 chains in length, and with spans shown in the deposited section as proposed to be of the following widths and heights above high water, viz. :—

14	openings,	each	100	feet	wide,	heights	from	65	to	77	feet.
6	"	"	150	"	"	"	"	71	"	79	"
6	"	"	175	"	"	"	"	76	"	83	"
15	"	"	200	"	"	"	"	80	"	105	"
4	"	"	500	"	"	height 125 feet.					
2	"	"	200	"	"	heights from 105 to 100 feet.					
4	"	"	175	"	"	"	"	102	"	96	"
4	"	"	150	"	"	"	"	99	"	91	"
6	"	"	100	"	"	"	"	97	"	92	"

The spans and heights appear sufficient to enable vessels navigating the Forth to pass without danger, and the work appears to present as few impediments to navigation as are consistent with the existence of any bridge.

The above interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments. But *see* above, under Section 49.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*North British and Edinburgh and Glasgow
Bridge of Forth) Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CLIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North Eastern and Cleveland Railways Bill.

By this Bill it is proposed to effect an amalgamation of the Cleveland Railway Company with the North Eastern Railway Company, by dissolving the former Company, and vesting their undertaking in the North Eastern Railway, whose capital (stated in the Bill as 27,197,057 *l.* 10 *s.*) is to be increased by the addition thereto of 285,000 *l.*, as “Cleveland Preference Stock,” with a fixed dividend at 5½ per cent. per annum. Objects.

The Bill also enables the North Eastern Railway Company—

To raise further sums of 129,000 *l.* by shares, and one-third of that amount by loan :

To make Railways of an aggregate length of 7 miles 28 chains, in connection with the Company's Saltburn Branch and with the authorised line of the Cleveland Railway :

To abandon the construction of the Railway in the parish of Marske, authorised by “The Stockton and Darlington Railway (Works) Act, 1861,” and a portion of the Cleveland Railway, authorised in 1858 :

To enter into working agreements with owners of private Railways.

The Bill also confirms arrangements with respect to the capitals of certain sections of proprietors in the North Eastern Railway Company, with a view to the discontinuance of the “joint accounts” required to be kept under “The Company's Amalgamation Acts of 1854 and 1862.”

Reference may be made to the observations on “Amalgamation Sale, and Lease,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 23. Observations.

Section 12. This clause, the marginal note of which purports that “holders of Cleveland irredeemable, preference, and ordinary shares, may require the Company to redeem same,” would in fact also enable the North Eastern Railway Company, “at their option at any time,” to redeem those shares on terms stated in the clause. It seems to be a question whether the Company should be enabled to effect the redemption without the concurrence of the holders of the shares to be redeemed.

“The North Eastern and Stockton and Darlington Railways Amalgamation Act, 1863,” contained a provision (section 76) limiting the maximum rates of fares for the conveyance of passengers by express and by ordinary trains on the North Eastern Railway.

It might be proper that it should be expressed in this Bill whether such limitation of fares will be applicable to the Cleveland Railway after the amalgamation proposed in this Bill.

It may further be observed that the above mentioned Act of 1863 required (section 75) that third class carriages should be run with specified numbers of trains each way on every week day, on certain principal lines of the North Eastern Railway Company.

Section 32. It is usual, and it seems desirous, to specify a sum of money as the limit of the new borrowing power, instead of defining that power by reference to another provision, as in this clause. The terms of the proposed power involved the fraction of a shilling.

Section 45. It may deserve consideration whether, in order to preclude preferential arrangements as between owners of different private lines, with respect to conveyance of their traffic on the North Eastern Railway, there should not be prefixed to this clause words, such as "subject to the provisions of the Railway and Canal Traffic Act, 1854."

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North Eastern and Cleveland Railways Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *North Eastern Railway (Gilling, Helmsley, and Pickering Branch) Bill.*
 2. *North Eastern Railway (Leeds Extension) Bill.*
-

1. *North Eastern Railway (Gilling, Helmsley, and Pickering Branch) Bill.*

THE objects of this Bill are to enable the North Eastern Railway Company— Objects.

To raise further sums of 180,000 *l.* by shares, and one-third of that amount by loan :

To make the following Railways, viz. :—

(No. 1), length 17 miles 3 chains, from a junction with the Company's Thirsk and Malton Branch at Gilling, by Helmsley, to a junction with their Whitby and Pickering Branch at Pickering :

(No. 2), length 31 chains, a second junction line at Gilling.

Section 12. It is usual, and it seems desirable, that the Bill should specify a sum of money as the limit of the new borrowing power, instead of defining that power by reference to another provision, as in this clause. Observations.

2. *North Eastern Railway (Leeds Extension) Bill.*

THE objects of this Bill are to enable the North Eastern Railway Company— Objects.

To raise further sums of 250,000 *l.* by shares, and one-third of that amount by loan :

To make a Railway, length 1 mile 17 chains, from a junction with the Company's Leeds and Selby Line, near the Marsh Lane Station, to a junction with the Midland Railway at Holbeck; and to construct a station adjoining the south-east side of the Wellington Station of the Midland Railway in Leeds :

To run over certain portions of the Midland Railway at Leeds :

To enter into agreements with the Midland Railway Company with respect to the construction of the intended Railway and station, and the use, working, and traffic of their respective stations and railways at Leeds.

Section 12. It is usual, and it seems desirable, to specify, a sum of money as the limit of the new borrowing power, instead of defining that power by reference to another provision, as in this clause. The terms of the proposed power involve a fraction of a shilling. Observations.

Section 24. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, p. 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *North Eastern Railway (Gilling, Helmsley and Pickering Branch) Bill.*]
 - [2. *North Eastern Railway (Leeds Extension) Bill.*]
-

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

(*Ordered, by The House of Commons, to be Printed,*
7 February 1865.)

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North Eastern Railway (Pelaw and other Branches) Bill.

THE objects of this Bill are to enable the North Eastern Railway Com- Objects.
pany—

To raise a further sum of 320,000 *l.* by shares, and one-third of that amount by loan :

To acquire additional lands at Jarrow Slake, at York, at Whitby and at Ingleby Greenhow :

To make the several Railways described in Section 15 of the Bill of an aggregate length of 17 miles 67 chains, consisting of Nos. 1, 2, 3 and 4, Branches at Jarrow, to connect the Brandling Junction, the South Shields Branch, the Pontop and Jarrow, the Tyne Docks Low Level Branch, and the Harton Branch Railways of the Company ; No. 5, length 6 miles, to connect their Bishop Auckland Branch at Elvet, near Durham, southwards, with their Main Line ; Nos. 6 and 7, in connection with the Company's Rosedale Branch ; No. 8, a Junction Branch between their Thirsk and Malton Branch and their Main Line at Raskelf ; and No. 9, Junction Branch between their Whitby and Pickering, and York and Scarborough Branches at Scamptston :

To make a new bridle road in lieu of a level crossing at Felling ; and to alter streets at Darlington :

To enter into working agreements with owners of private Railways :

To subscribe 50,000 *l.* to the undertaking of the Dock Company at Kingston-upon-Hull.

The Bill also confirms arrangements with respect to the capitals of certain sections of proprietors in the Company, with a view to the discontinuance of the “ joint accounts ” required to be kept under the Company's Amalgamation Acts of 1854 and 1862.

Section 12. It is usual, and it seems desirable to specify a sum of money as the limit of the new borrowing power, instead of defining that power by reference to another provision, as in this clause. The terms of the proposed power involve a fraction of a shilling. Observations.

Section 15. It would be more accurate, and seems desirable to add after “ Acts ” in the first line, “ and Parts of Acts.”

Section 29. It may deserve consideration, whether, in order to preclude preferential arrangements as between owners of different private lines, with respect to conveyance of their traffic on the North Eastern Railway, there should not be prefixed to this clause words such as “ subject to the provisions of the ‘ Railway and Canal Traffic Act, 1854.’ ”

Sections 30 and 31. The proposed power to the North Eastern Railway Company to acquire a partial interest in the ownership and management of the Hull Docks may, if such power be sanctioned, render necessary a special report from the Committee on this Bill.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :—

It is proposed to acquire certain lands below high water mark of Whitby Harbour.

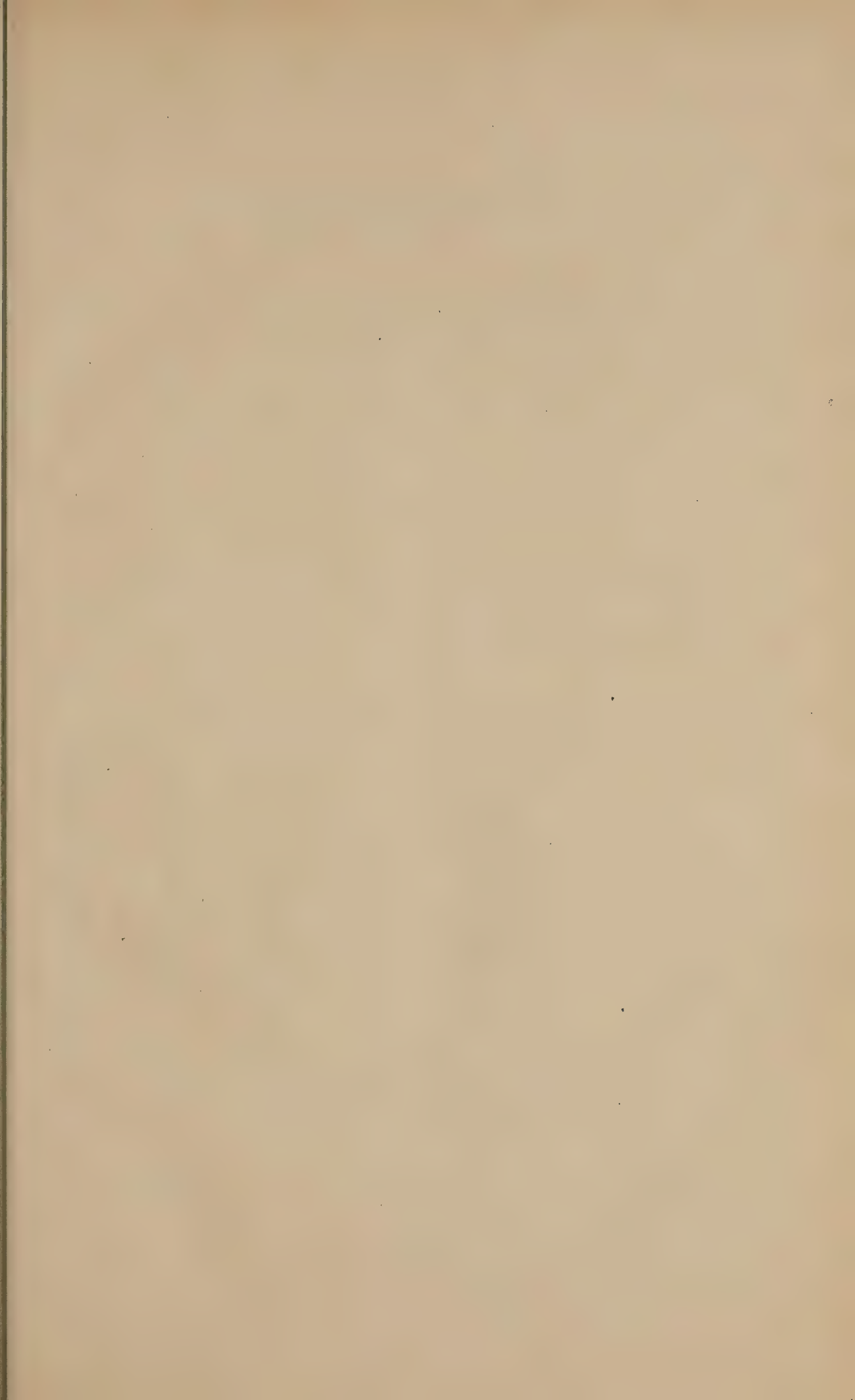
Such interference renders necessary the incorporation in the Bill of the provisions ("with respect to the construction of the Harbour, Dock or Pier") of "The Harbours, Docks and Pier Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those enactments respectively the words "Harbour, Dock or Pier," and the words "Work" and "Railway" shall be taken to include any works to be executed at Whitby under the authority of this Bill.

The Bill does not incorporate the above-mentioned provisions of the "Harbours, Docks and Piers Clauses Act, 1847."

Power is to be given by this Bill to take at least a portion of the tidal water. The Bar is now very bad and almost dry at low water, and it is for the consideration of the Committee whether a clause should not be added to the effect that no works cutting off tidal water shall be proceeded with unless the plans are approved by the Board of Trade, or unless the Company undertake to make and maintain by dredging, in such a way as the Board of Trade may approve, an additional quantity of tidal water in the Harbour equal to the water they cut off.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*North Eastern Railway (Pelaw and other
Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—CLVI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North Kent Railway Bill.

THE objects of this Bill are to incorporate “The North Kent Railway Objects.
Extension Railway Company,” with a capital of 120,000*l.*, in 10*l.* shares, and
40,000*l.* by loan ; and to empower them—

To make a Railway, length 15 miles 48 chains, from a junction with the
North Kent Line of the South Eastern Railway, in the parish of Denton,
east of Gravesend, to the shore of the River Medway, and a Pier in that
River, opposite Sheerness; with power to take rates for the use of the Pier ;

To enter into working and traffic arrangements with the South Eastern
Railway Company.

Section 2. It would be proper to add to this clause the explanation, that in Observations.
construing Sections 13–19, “Protection to Navigation,” the words “Railway”
and “Work” shall include the Pier and works connected therewith authorised
by this Bill.

Section 23. It would be more accurate, and it seems desirable, to add, after
“incorporated Acts,” in the second line, the words “and parts of Acts.”

Sections 26–28. The incorporation of “The Harbours, Docks, and Piers
Clauses Act, 1847,” and of Part I. (including Sections 13–19, relating to protec-
tion to navigation) of “The Railways Clauses Act, 1863,” if explained as above
suggested, under Section 2, render unnecessary Sections 27, 28 and 29 of this
Bill, and those clauses may be properly omitted.

Section 41. This Bill does not contain the usual provision for securing
equality of treatment of persons using the Railway, whether they do or do not
use the Pier also, and *vice versa*.

Interference with Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Tidal Waters.
Trade have no observations to make, because the intended works will be within
that portion of the River Medway over which the Admiralty has retained its
jurisdiction, pursuant to the 9th Section of “The Harbours Transfer Act, 1862.”

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North Kent Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North of England Union Railway Bill.

THE objects of this Bill are to incorporate “The North of England Union Objects.
Railway Company” with a capital of 900,000 *l.* in 10 *l.* shares, and 300,000 *l.* by
loan, and to empower them—

To make certain Railways which, as limited by order of the House, will consist of a Main Line, length 37 miles 67 chains, from a junction with the authorised line of the Ribblesdale Railway, near the Settle station, passing by Hawes and Askrigg to a junction with the North Eastern Railway at Leyburn; and Branches, length 14 miles 28 chains, and 28 chains from the main line at Hawes to a double junction with the Ingleton Branch of the London and North Western Railway at Sedbergh:

To use the stations of the several Railways at which junctions are intended to be made, and the portions of Railway between the points of junction and those stations:

To enter into working and traffic arrangements with the Lancashire and Yorkshire, the Ribblesdale, the Midland, the London and North Western, and the North Eastern Railway Companies, and the West Hartlepool Harbour and Railway Company.

Section 23. Reference may be made to the observations on “Running Powers” Observations.
in the General Report of the Board of Trade on Railway, &c. Bills of this
Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North of England Union Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Ogmore Valley and Ely Valley Extension Railway Companies Bill.

THE object of this Bill is to effect an amalgamation of the Ely Valley Extension Railway Company with the Ogmore Valley Railway Company, by dissolving the former Company, and transferring their undertaking to the latter Company. Objects.

Reference may be made to the observations on “Amalgamation, Sale and Lease,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, p. 23. Observations.

Section 2. After “surrender of shares” in the first line, should be inserted “of the Companies Clauses Act, 1863.” The incorporation of Part II. “relating to additional capital,” seems to be erroneous.

Section 4. The words “and their undertaking shall be” appear to be omitted before “transferred” in the second line of this clause.

Section 8. It seems to be a question whether the terms of this clause would not have the effect of enabling the Ogmore Company to borrow the full sum of 44,000 £., immediately after the passing of this Bill, although they may not have fulfilled the condition in the recited Acts, that the whole of the respective share capitals thereby authorised, shall have been subscribed for, and the condition in the recited Act of 1864, that before the sum of 10,000 £. is borrowed under that Act, twenty per cent. shall have been paid up in respect of every share in the additional capital of 30,000 £.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Ogmore Valley and Ely Valley Extension
Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
February 1865.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Plymouth and Dartmoor Railway Bill.

By this Bill it is proposed to repeal the existing Acts (of 1819, 1821, and 1822) relating to the Company of Proprietors of the Plymouth and Dartmoor Railway; and to reincorporate those Proprietors as “The Plymouth and Dartmoor Railway Company,” with a capital of 35,000*l.* in ordinary shares, and 75,000*l.* in five per cent. preference shares, which preference shares are to be issued to William Johnson (who is described in the Bill as the holder of mortgages of the old Company to the amount of 75,000*l.* and upwards), in satisfaction of all his claims upon the Company; and thereupon the borrowing powers of the Company, under their existing Acts, are to be renewed to their full extent. Objects.

The Bill makes applicable to the Company’s undertaking certain provisions of the Lands and the Railways Clauses Consolidation Acts, and fixes new rates of tolls, maximum charges, &c. for the Railway.

The Bill authorises the Company to contract with the South Devon Railway Company for the adaptation to the purposes of the Company of the portion of the South Devon Railway between the Junction of the two Railways and Sutton Pool.

It appears to be an object of this Bill to authorise the conveyance of passengers on the existing Plymouth and Dartmoor Railway, in trains drawn by locomotive engines. The present gauge of the Railway is not stated; and as there is no plan or section of the Railway in the Office of the Board of Trade, my Lords are unable to form a judgment of the fitness of the lines to be so used. Observations.

It will deserve consideration whether the Bill should not contain some limitation of time within which the Railway shall be opened for the conveyance of passengers; and whether in addition to the enactments proposed to be incorporated in section 3 of this Bill there should not be also incorporated with it section 47 of “The Railway Clauses Consolidation Act, 1845,” and sections 5 and 6 of “The Railways Clauses Act, 1863,” with respect to gates, &c. to shunting, and to watching and regulation at level crossings; and sections 63 and 64 of “The Railways Clauses Consolidation Act, 1845,” with respect to screens; and whether there should not be inserted in the Bill some limitation of the quantity of lands which the Company may acquire by agreement under the Lands Clauses Consolidation Acts.

Section 28. The practice of Parliament would seem to require that the greatest amount which the Company are to be authorised to raise by mortgage or bond should be specified in this Bill, instead of being left to be determined by reference to the repealed Acts, and also that the intended application of the money so raised should be defined in this Bill.

The Bill does not appear to authorise any new works, except the adaptation for the purposes of the Company of a part of the South Devon Railway.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

Plymouth and Dartmoor Railway Bill.

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Pontypool, Caerleon, and Newport Railway Bill.

THE objects of this Bill are to incorporate “The Pontypool, Caerleon, and Newport Railway Company,” with a capital of 100,000 *l.* in 10 *l.* shares, and 33,300 *l.* by loan, and to empower them— Objects.

To make railways of an aggregate length of 12 miles 6 chains, comprising a main line from a double junction with the Newport, Abergavenny, and Hereford Line of the Great Western Railway, at the Pontypool station, to the South Wales Line, near Newport; and to be connected with the Eastern Valleys Line of the Monmouthshire Railway and Canal Company, near its Cwmbran station:

To acquire the Caerleon Tramroad:

To run over a portion of the South Wales Line, and to lay additional rails for the narrow gauge thereon between the intended junction and Newport Station:

To enter into working and traffic arrangements with the Great Western, the London and North Western, and the Midland Railway Companies, and the Monmouthshire Railway and Canal Company; and to have traffic facilities by through-rates and tickets from the first and last of those four companies.

Section 17. The exercise of the borrowing power is not made subject to the usual condition of previous payment of one-fifth of the amount of every share. Observations.

Section 23. It would be more accurate, and it seems desirable, to add after “incorporated Acts,” in the second line, the words “and parts of Acts.”

Section 24. This appears to be a case in which the intended gauge of the new Railways would be properly specified in the Bill.

Sections 31–39. It seems desirable that it should appear more distinctly whether these toll, &c. clauses are to be applicable to the Caerleon Tramroad, when acquired by the new Company.

Section 40. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:— Tidal Waters.

No. 1 crosses the River Usk, near St. Julian’s, by four arches, each 70 feet span, and 15 feet above high water-mark.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above under Section 23.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Pontypool, Caerleon, and Newport Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Poole and Bournemouth Railway Bill.

THE objects of this Bill are to incorporate “The Poole and Bournemouth Railway Company” with a capital of 135,000 *l.* in 10 *l.* shares, and 45,000 *l.* by loan, and to empower them—

To make the following Railways, viz. :—

(No. 1), length 3 miles 21 chains, from a junction with the Southampton and Dorchester Branch of the London and South Western Railway at Canford Magna to Poole;

(No. 2), length 4 miles 45 chains, from (No 1), at Poole to Bournemouth;

(No. 3), length 74 chains, from (No. 1) to the quay at Poole:

To enter into working and traffic arrangements with the London and South Western, and the Somerset and Dorset Railway Companies, and to have traffic facilities, by through booking and carriages from those Companies:

To use the portion of the London and South Western Railway, between the junction of the proposed Line and the Wimborne Minster Station, including the Station.

Section 27. It would be more accurate, and it seems desirable, to add after Observations. “incorporated Acts,” in the second line, the words “and parts of Acts.”

Section 43. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Poole and Bournemouth Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Preston and Wyre Railway, Harbour, and Dock Bill.*
 2. *Radstock and Bath Railway Bill.*
-

1. *Preston and Wyre Railway, Harbour, and Dock Bill.*

THE objects of this Bill are,—

To enable the London and North Western and the Lancashire and Yorkshire Railway Company, who are joint owners of the Preston and Wyre Railway, Harbour, and Dock Undertaking, in the proportions of one-third and two-thirds respectively, to widen and lay additional lines of rails on the Blackpool Branch of the Preston and Wyre Railway ; and

To authorise the London and North Western Railway Company to raise a further sum of 8,000 *l.* by shares ; and the Lancashire and Yorkshire Railway Company to raise a further sum of 16,000 *l.* by shares, or as to one-fourth part of such amounts respectively, by loan instead of by shares.

Section 2. The word “ expressly ” should be inserted before “ altered,” in the last line but one of this clause. Observations.

Sections 5 and 7. Before “ incorporated ” should be inserted “ wholly or partially.”

2. *Radstock and Bath Railway Bill.*

THE objects of this Bill are to incorporate “ The Radstock and Bath Railway Company,” with a capital of 140,000 *l.*, in 50 *l.* shares, and 46,600 *l.* by loan, and to empower them— Objects.

To make Railways, No. 1, length 8 miles 24 chains, from Radstock to the Wilts, Somerset, and Weymouth Branch of the Great Western Railway at Monkton Combe ; No. 2, length 40 chains, to connect No. 1 with the Radstock Branch of the Great Western Railway at Radstock ; and No. 3, length 34 chains, from a junction with the Great Western Railway to the Cleveland Bridge, in Bathwick, all in the county of Somerset :

To interchange traffic facilities, and to enter into working and traffic arrangements with the Great Western Railway Company :

To purchase, by agreement, the Undertaking of the Somersetshire Coal Canal Navigation Company.

Section 40. Reference may be made to the Observations under the head “ Railway and Canal Companies,” in the General Report of the Board of Trade, on Railway, &c. Bills of this Session, page 25. Observations.

It is to be observed, that this Bill does not contain the usual provisions for requiring a Railway Company to keep open the Canal Navigation, with a sufficient supply of water, and to fulfil the obligations of the Canal Company under the Acts relating to the latter; nor, on the other hand, does it expressly authorise the Railway Company to discontinue the use of the Canal when acquired by them.

If the transfer of the Canal be authorised, it might be proper to add to the Bill a general saving of rights and claims, corresponding to that in Section 55 of the Railways Clauses Act, 1863.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Preston and Wyre Railway, Harbour, and Dock Bill.*]

[2. *Radstock and Bath Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Ross and Monmouth Railway Bill.

By this Bill it is proposed to incorporate “ The Ross and Monmouth Rail- Objects.
way Company,” with a capital of 120,000*l.*, in 20 *l.* shares, and 40,000 *l.* by
loan, and to empower them—

To make a broad, narrow, or mixed gauge Railway, length 10 miles
79 chains, from a junction with the Hereford, Ross, and Gloucester Railway, at
the Ross Station, to a double junction with the Coleford, Monmouth, Usk, and
Pontypool Railway, at Monmouth :

To run over the Hereford, Ross, and Gloucester Railway between the intended
junction and the Ross Station, and over the Coleford, Monmouth, Usk, and
Pontypool Railway, between the intended junction and the Monmouth and
Wyesham Stations :

To enter into arrangements with the Great Western, the Coleford, Monmouth,
Usk, and Pontypool, and the Worcester, Dean Forest, and Monmouth Railway
Companies, with respect to the working and traffic of the intended Railway, the
construction and use of a Station at Monmouth, and the working by the Com-
pany of the Coleford, Monmouth, Usk, and Pontypool, and the Worcester, Dean
Forest, and Monmouth Railways.

Section 20. It would be more accurate, and it seems desirable, to add after Observations.
“ incorporated Acts,” in the second line, the words “ and Parts of Acts.”

Section 40. See Observations on “ Running Powers,” in the General Report
of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Ross and Monmouth Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Scottish North Eastern Railway Bill.

THE objects of this Bill are to enable the Scottish North Eastern Railway Objects.
Company—

To raise further sums of 25,000 *l.* by shares and 8,300 *l.* by loan :

And to purchase “ The Carmyllie Railway,” a private mineral Railway from
the Company’s Dundee and Arbroath line to the Carmyllie Stone Quarries, con-
structed by the Earl of Dalhousie on part of his settled estates, and which is to
become vested in the Company on the passing of this Bill.

Section 13. Inasmuch as by Sections 20 and 21 it is proposed to charge the Carmyllie Railway and the Company’s Undertaking with a perpetual feu duty of 18*l.*, it appears to be a question whether the proposed power to borrow 8,300 *l.* in respect of the additional share capital of 25,000 *l.* would not be in excess, having regard to the principle of the 5th section of the “ Lands Clauses Consolidation Acts Amendment Act, 1860.” Observations.

Section 26 makes the bye-laws of the Company relating to their Dundee and Arbroath Railway applicable to the Carmyllie Railway.

It would be in accordance with principle to postpone the application to the Carmyllie Railway of bye-laws relating to passengers, until the opening of that line for passenger traffic shall be duly authorised.

It is to be observed that the Bill does not specify maximum rates for the conveyance of passengers (with luggage) and of animals on the Carmyllie Railway ; at the same time it does not prohibit the conveyance of such traffic.

It may deserve consideration whether the Carmyllie Railway should not be subject, when vested in the Company, to the provisions for equal charges to all persons under the same circumstances, for free use of the Railway, and for publication of tolls and bye-laws, contained in sections 83, 85, 86, and 103 of the “ Railways Clauses Consolidation (Scotland) Act, 1845.”

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Scottish North Eastern Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Solway Junction Railway Bill.

THE objects of this Bill are to enable the Solway Junction Railway Company—

To make the several deviations or altered lines of Railway described in Section 5 of the Bill, of an aggregate length of 10 miles 73 chains, and having junctions with the Carlisle and Silloth Bay, and the Maryport and Carlisle Railways, in lieu of portions of this Company's Lines authorised in 1864 :

To use a portion of the Line of the Maryport and Carlisle Railway Company and its Brayton Station, by agreement with that Company.

The Bill also confirms an agreement between the Company and the North British Railway Company, relating to the new Railways, traffic arrangements, and running powers, which is set out in the schedule.

Section 10. The Bill does not contain the usual provisions for compensation in respect of notices given and contracts made, and of damage in surveying, &c., for the purposes of the Lines proposed to be abandoned. Observations.

Section 15. It is to be observed with respect to this agreement, that the Bill contains no provisions for reserving the rights of third parties, and for decennial revision by the Board of Trade with reference to the interests of the public, such as are contained in Sections 22 and 27 of the Railways Clauses Act, 1863.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Solway Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Stourbridge Railway Bill.*
 2. *Strathspey Railway Bill.*
-

1. *Stourbridge Railway Bill.*

THE objects of this Bill are, to enable the Stourbridge Railway Company— Objects.

To raise further sums of 47,000 *l.* by shares and 15,600 *l.* by loan in augmentation of their Original capital; and 60,000 *l.* by shares and 20,000 *l.* by loan in augmentation of their Extension capital:

To make a Branch Railway, length 67 chains, from the main line of the Company's original Railway to Foster-street, Stourbridge.

The Bill further enables the Company and the Great Western Railway Company to enter into working and traffic arrangements as regards the Branch Railway, as already authorised with respect to the Company's original Railway.

Section 18. It would be proper, after “The Railways Clauses Consolidation Act, 1845,” to add, “and Part One of ‘The Railways Clauses Act, 1863.’” Observation.

2. *Strathspey Railway Bill.*

THE objects of this Bill are to authorise the Strathspey Railway Company— Objects.

To raise further sums of 25,000 *l.* by shares and 8,000 *l.* by loan:

To issue, with a preferential dividend, unissued and cancelled shares in their existing capital:

To make an Extension Railway, length 3 miles 76 chains, from their existing line at the Abernethy Station to the Inverness and Perth Junction Railway at its Boat of Garten Station:

To abandon the construction of the Branch to the Inverness and Perth Junction Railway, authorised in 1861:

To run over the Inverness and Perth Junction Railway between the proposed Junction therewith and the Perth Station.

Observations.

Section 10 authorises the Company to attach a preference as to dividend to any of their *unissued* shares, and to new shares in lieu of *cancelled* shares in their existing capital.

It would be in accordance with the practice of Parliament that the Bill should set forth the amounts of the issued, unissued, and cancelled shares in the Company's existing capital, with a view to defining the amount of preferential capital which may be created under the proposed provision in Section 10.

Section 24. With respect to the proposed running power between Boat of Garten and Perth, a distance of 88 miles (part of which belongs to the Scottish North Eastern Railway Company, not named in this Bill), reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Stourbridge Railway Bill.*]
[2. *Strathspey Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Swansea Vale and Neath and Brecon Junction Railway Bill.

THE objects of this Bill are to enable the Swansea Vale and Neath and Brecon Railway Company— Objects.

To raise further sums of 45,000 *l.* by shares, and 15,000 *l.* by loan :

To make a Railway, length 1 mile 14 chains, from the Company's authorised line, to a point near the Aberdare Colliery tramroad bridge over the river Tawe; and a Railway, length 33 chains, from the Swansea Vale Railway, to the Swansea and Neath line of the Vale of Neath Railway at Swansea:—

To enter into working and traffic arrangements with the Swansea Vale and the Neath and Brecon Railway Companies with respect to the proposed Railways :

To run over the Swansea lines of the Llanelly Railway and Dock Company, and the portions of the Swansea and Neath line of the Vale of Neath Railway Company, and of the Swansea Harbour Railway, westward of the proposed junction at Swansea.

Section 21. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills, page 24. Observation.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea Vale and Neath and Brecon Junction
Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Waterford and Limerick Railway Bill.

THE objects of this Bill are to enable the Waterford and Limerick Railway Company—

To sell or lease, at any time hereafter, all or any part of their Undertaking to the Great Western Railway Company, and the Dublin, Wicklow, and Wexford Railway Companies jointly, or to either of them separately: in case of sale, to empower the purchasing Company or Companies to raise the necessary funds by the creation of new shares:

To enter into working and traffic arrangements with those two Companies jointly, or either of them separately.

The Bill provides that a purchasing Company may create new shares in their own Undertaking for the purpose of the purchase.

This Bill appears novel, in respect of the provisions contained in it for authorising a transfer by sale or lease to, and the working of a Railway undertaking in Ireland by, an English Railway Company. Observations.

It is to be observed, however, that in the last Session the “ London and North Western (Traffic Arrangements) Act, 1864,” authorised combined arrangements for the transmission of traffic between various Railways in the north-east of Ireland and the London and North Western Railway, but subject to decennial revision by the Board of Trade.

Sections 5 and 26. Reference may be made to the observations on “ Amalgamation, Sale, and Lease,” including those on “ Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills, of this Session, pages 23 and 24.

This Bill does not contain the usual provision for deposit of a copy of any deed of sale or lease with the Clerk of the Peace, and publication of notice of the transfer in the Gazette.

The completion of a sale or lease is not made dependent on the usual condition of assent of specific majorities of the shareholders at special meetings of the contracting Companies.

It would be in accordance with the practice of Parliament in such cases, to provide expressly for the application by the selling Company of the purchase money, and for the dissolution of that Company on the completion of the sale.

Section 20. This Bill does not contain the usual restriction against addition to the capital of the purchasing Company, beyond the amount of the capital of the Undertaking purchased.

Section 24 seems unnecessary, as no new power to create mortgages appears to be sought by this Bill.

Section 26. The Bill does not incorporate, as is usual in like cases, the provisions "with respect to leasing the Railway" of The Railways Clauses Consolidation Act, 1845" (Sections 112 and 113).

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Waterford and Limerick Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Weald of Kent Railway Bill.*
 2. *West Cork Railway Bill.*
 3. *West Cornwall Railway Bill.*
-

1. *Weald of Kent Railway Bill.*

THE object of this Bill is to enable the Weald of Kent Railway Company to make a Deviation, length 3 miles 56 chains, in their authorised line, to commence by a junction with the authorised Cranbrook line of the South Eastern Railway at Hartley, in the parish of Cranbrook, and to terminate near Mill-street Mill, in the parish of Benenden. Objects.

No observation by the Board of Trade is necessary.

2. *West Cork Railway Bill.*

THE objects of this Bill are to enable the West Cork Railway Company, incorporated in 1860— Objects.

To raise further sums of 120,000 *l.* by shares, and 40,000 *l.* by loan :

To create preferred and deferred half shares for any part of the authorised share capital remaining to be issued, and for any part of the additional share capital, and for the conversion of existing shares :

To maintain two portions of the Company's line, length 76 chains, at Bandon, as constructed beyond the limits of deviation :

To exercise for an extended time the powers for construction of the Company's authorised line.

Section 31. The Bill does not incorporate, as seems to be requisite, Part II., (“ Extension of Time ”) of “ The Railways Clauses Act, 1863.” Observations.

It might be proper to add to the Bill an explanation of the effect which the extension of time for completion is intended to have on the security for completion of the Railway provided in this Company's Act of Incorporation.

3. *West Cornwall Railway Bill.*

Objects.

THE objects of this Bill are—

To enable the West Cornwall Railway Company to enter into working and traffic arrangements with the Great Western, the Bristol and Exeter, the South Devon, the Cornwall, the Launceston and South Devon, the Okehampton, the London and South Western, the Launceston, Bodmin, and Wadebridge Junction, and the Bodmin and Wadebridge Railway Companies, or any one or more of them :

To lease from time to time, or sell their Undertaking to the before-mentioned Companies, or any of them.

Observations.

Sections 6 and 9. Reference may be made to the observations on “Amalgamation, Sale, and Lease,” including those on “Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 23 and 24.

This Bill does not contain the usual provisions for deposit of a copy of the deed of lease or sale with the clerk of the peace, and publication of notice of the change of ownership in the Gazette.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Weald of Kent Railway Bill.*]
 - [2. *West Cork Railway Bill.*]
 - [3. *West Cornwall Railway Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3--CLXX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

West Hartlepool Harbour and Railway and Cleveland and North Eastern Railways Bill.

By this Bill it is proposed to effect the amalgamation of the West Hartlepool Harbour and Railway Company and the Cleveland Railway Company with the North Eastern Railway Company, by dissolving the two former Companies, and vesting their undertakings in the North Eastern Railway Company, whose capital (stated in the Bill as 27,197,057 *l.* 10 *s.*) is to be increased by the addition thereto of 3,152,455 *l.* 14 *s.* 4 *d.*, as "West Hartlepool Preference Stock," which, on 1 July 1868, is to be converted into the like amount of "North Eastern Consolidated Preferential 4 per cent. Stock," and of 285,000 *l.* as "Cleveland Preference Stock," with a fixed dividend at 5½ per cent. per annum. Objects.

The Bill also confirms arrangements with respect to the capitals of certain sections of proprietors in the North Eastern Railway Company, with a view to the discontinuance of the "joint accounts" required to be kept under the Company's Amalgamation Acts of 1854 and 1862.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 23. Observations.

Sections 7 and 26. It appears to be a question whether the amount of shares or stock in the Cleveland Railway Company, held by the West Hartlepool Harbour and Railway Company, for which the latter Company have created capital forming part of their own capital of 3,152,455 *l.* 14 *s.* 4 *d.*, can be included in the addition to be made to the North Eastern Railway Company's capital in respect of the Cleveland Railway Company's capital, consistently with principle and with the practice of Parliament.

Section 20. This clause, the marginal note of which purports that "holders of Cleveland irredeemable Preference and Ordinary Shares may require the Company to redeem same," would, in fact, also enable the North Eastern Railway Company, "at their option, at any time," to redeem those shares on terms stated in the clause. It seems to be a question whether any such redemption should be permitted without the concurrence of the holders of the shares to be redeemed.

The "North Eastern and Stockton and Darlington Railways Amalgamation Act, 1863," contained a provision (Section 76) limiting the maximum rates of fares for the conveyance of passengers by express and by ordinary trains on the North Eastern Railway. It might be proper that it should be expressed in this Bill whether such limitation of fares will be applicable to the West Hartlepool and the Cleveland Railways after the amalgamation proposed in this Bill.

It may further be observed that the above-mentioned Act of 1863 required (Section 75) that third-class carriages should be run with specified numbers of trains each way on every week-day, on certain principal lines of the North Eastern Railway Company.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*West Hartlepool Harbour and Railway and
Cleveland and North Eastern Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

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Wexford Harbour Embankment Bill.

By this Bill it is proposed to enable the Wexford Harbour Embankment Objects.
Company—

To issue new shares in lieu of forfeited and surrendered shares :

To exercise till 1870 the powers for the construction of their authorised works, which were originally granted in 1852, and were extended in 1858 till 1865 :

To reissue shares surrendered in payment for lands sold by the Company, which shares this Company's Act of 1852 required to be annulled, and not reissued.

Section 4. Notwithstanding the proviso at the end of this clause, “that Observations. nothing in this Act contained shall authorise the Company to purchase any lands by compulsion,” it would be proper to add to this Bill, if the time for construction of works be extended, provisions for compensation for additional damage, and for preserving notices and contracts, such as are contained in Part II., relating to Extension of Time, of “The Railways Clauses Act, 1863.”

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Wexford Harbour Embankment Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

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1. *Teign Valley Railway Bill.*
 2. *Tewkesbury and Malvern Railway Bill.*
-

1. *Teign Valley Railway Bill.*

THE objects of this Bill are to enable the Teign Valley Railway Company— Objects.

To raise further sums of 30,000 *l.* by shares, and 10,000 *l.* by loan :

To divide the new shares, and also shares in their existing capital, into preferred 5 per cent. half shares and deferred half shares :

To create 5 per cent. debenture stock :

To make a deviation, length 1 mile 28 chains, in the authorised line between points in the parishes of Hennock and Chudleigh :

To enter into working and traffic arrangements with the South Devon Railway Company.

Sections 4 and 22. The definition of the term “ lands ” in Section 4 would enable the Company to acquire “ easements,” and other partial interests in land *compulsorily*, without purchasing the whole interest, as might be required under “ The Lands Clauses Consolidation Act, 1845.” The proposed definition of “ lands ” is inconsistent with the General Act, and would be properly omitted. Observations.

Sections 27-29. These clauses, granting *five* years for the execution of the proposed deviation, will have the effect of extending the time, now limited, for the completion of this Railway from 1868 to 1870.

2. *Tewkesbury and Malvern Railway Bill.*

THE object of this Bill is to enable the Tewkesbury and Malvern Railway Company to raise further sums of 80,000 *l.* by shares, and 26,000 *l.* by loan. Object.

Sections 3 and 4. This Bill does not contain the usual provisions that 20 per cent. shall be paid on any share before it is issued, and on every share before the borrowing power is exercised. Observation.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Teign Valley Railway Bill.*]

[2. *Tevesbury and Malvern Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Afon Valley Railway Bill.

THE objects of this Bill are to incorporate the “Afon Valley Railway Company,” with a capital of 138,000 *l.* in 10*l.* shares, and 46,000 *l.* by loan, and to empower them—

To construct Railways, Nos. 1 and 2, lengths 8 miles 49 chains, and 2 miles 5 chains, from the Great Western (South Wales) Railway at the Port Talbot Station by Llangynwyd, to the Llynvi Valley Railway at Maesteg Iron Works :

To contract with the Great Western Railway Company as to the laying down an additional rail for the narrow gauge on a portion of the South Wales Railway, near the Port Talbot Branch :

To enter into working and traffic arrangements with the Great Western Railway Company and the owners of the Port Talbot Dock Branch Railway, or either of them.

Section 23. This case seems to be one in which the intended gauge of the Railway might be properly stated in the Bill. Observations.

Section 24. The number of lines of rails that may be made at the level crossings is omitted to be limited.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Afon Valley Railway Bill.]

FURTHER REPORT of the BOARD of TRADE ON
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Amman Valley Railway Bill.*
 2. *Ashby-de-la-Zouch and Nuneaton Railway Bill.*
-

1. *Amman Valley Railway Bill.*

THE objects of this Bill are to incorporate the “Amman Valley Railway Company,” with a capital of 40,000*l.* in 10 *l.* shares, and 13,000 *l.* by loan, and to empower them—

To make three short railways in connection with the Aberdare Branch of the Taff Vale Railway, in the parish of Aberdare, of the aggregate length of 2 miles 78 chains:

To enter into working and traffic arrangements with the Taff Vale Railway Company:

To provide a penalty on persons on foot using the railway.

Section 15. The exercise of the power of borrowing is not made subject to the usual condition of previous payment of one-fifth of the amount of every share. Observations.

Sections 21—23 (with respect to the intended junction) and Sections 41—46 (with respect to restrictions on the power to enter into working and traffic arrangements) are rendered unnecessary by the incorporation with the Bill of Part I. of “The Railways Clauses Acts, 1863,” and might be usefully omitted.

2. *Ashby-de-la-Zouch and Nuneaton Railway Bill.*

THE objects of this Bill are to incorporate the “Ashby-de-la-Zouch and Nuneaton Railway Company,” with a capital of 300,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan; and to empower them—

To make the following Railways, viz.:—

(No. 1), length 15 miles 48 chains, from a junction with the London and North Western Railway at Nuneaton, to the Leicester and Burton-on-Trent Branch of the Midland Railway at Ashby-de-la-Zouch:

(No. 2), length 5 miles 52 chains, from No. 1 at Odstone to the same Branch of the Midland Railway, near the Coalville station:

To interchange traffic facilities with the London and North Western and the Midland Railway Companies:

To run over the portion of the Midland Railway and of its branches between the intended junction and Burton-on-Trent, and to use the Burton and other intermediate stations; and to run over the portion of the London and North Western Railway at Nuneaton, and to use the Nuneaton station:

To enter into working and traffic arrangements with both or either of the London and North Western and the Midland Railway Companies.

Section 39. See observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Amman Valley Railway Bill.*]

[2. *Ashby-de-la-Zouch and Nuneaton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Athenry and Ennis Junction Railway Bill.

THE objects of this Bill are to enable the Athenry and Ennis Junction Railway Company—

To cancel and reissue, with a preferential dividend, shares for 100,000 *l.* in their authorised capital :

To raise further sums of 30,000 *l.* by shares and 10,000 *l.* by loan :

To create 5 per cent. debenture stock :

And to make a level crossing in the parish of Kilraghtis, not authorised by their existing Act.

Section 2. It appears to be a question whether the proposed incorporation of the Lands Clauses Acts 1845 and 1860 with this Bill is requisite: and if it be, whether the Railways Acts (Ireland), 1851, 1860, and 1864 should not also be incorporated with the Bill. Observations.

Section 3. Having regard to the provision in Section 10 for the creation of debenture stock, Part III., relating to Debenture Stock, of “The Companies Clauses Act, 1863,” should also be incorporated with the Bill.

Section 9. As the Bill does not fix the amount of each new share at 10 *l.*, the proposed amount of 2 *l.* to be payable on each share before it is issued will not satisfy the usual requirement that not less than *one-fifth* shall be paid.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Atterry and Ennis Junction Railway Bill.*]

—
FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Ayr and Douglas Junction Railway Bill.

Objects.

THE objects of this Bill are—

To incorporate the “ Ayr and Douglas Junction Railway Company,” with a capital of 360,000 *l.* in 10 *l.* shares and 120,000 *l.* by loan, and with powers :

To make the several Railways described in Section 34 of the Bill, of an aggregate length of 40 miles 72 chains, comprising a Main Line, length 28 miles 26 chains, from a junction with the Ayr and Dalmellington line of the Glasgow and South Western Railway, near Ayr, passing by Colyton, Old Cumnock, and Wellwood, to Muirkirk, where it is intended to join the line from Douglas to Muirkirk, proposed by the *Caledonian Railway (Muirkirk and Glasgow Branches)* Bill of this Session, and Branch Railways to the Harbour of Ayr, and to the Glasgow and South Western Railway at Newton-upon-Ayr, at Polquhap, at Drumbochan, and at Morton Muir, and to other points, in the county of Ayr :

To enter into working arrangements with the Caledonian Railway Company, and into traffic arrangements with the Caledonian and the Glasgow and South Western Railway Companies :

To run over the portions of the Glasgow and South Western Railway between the intended junction near Craigie House and Ayr, and between the intended junction of the Newton-upon-Ayr Branch and Troon Harbour, and to use that Company's station at Ayr.

The Bill requires the Caledonian Railway Company to subscribe a sum of 175,000 *l.* to the undertaking, and authorises them to raise that amount by new shares ; and it confirms an Agreement (in the schedule) for the working of the proposed railways in perpetuity by the Caledonian Railway Company.

Section 37. With respect to the numerous departures from the requirements of “ The Railways Clauses Consolidation (Scotland) Act, 1845,” proposed in this clause, reference may be made to the observations on “ Dimensions of Bridges.” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25. Observations.

Section 39. The grounds of the proposed power of lateral deviation in excess of that allowed by the 15th Section of “ The Railways Clauses Consolidation (Scotland) Act, 1845,” throughout the proposed lines of railway, exceeding 40 miles in length, do not appear.

Section 54. It may deserve consideration whether this perpetual Working Agreement should not be subject to provisions for saving the rights of third parties, and for decennial revision in the interests of the public, such as are contained in Sections 22 and 27 of “ The Railways Clauses Act, 1863.”

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz :—

Railway No. 2 terminates on the quay of the harbour at Ayr, after skirting the sea shore.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Ayr and Douglas Junction Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bedford, Northampton, and Weedon Railway Bill.

THE objects of this Bill are to incorporate “the Bedford, Northampton, and Weedon Railway Company,” with a capital of 500,000 *l.*, in 20*l.* shares, and 166,000*l.* by loan, and to empower them—

To make the several Railways described in Section 22 of the Bill, of the aggregate length of 31 miles 57 chains, comprising Nos. 1 and 6, lengths 20 miles 3 chains, and 8 miles 47 $\frac{3}{4}$ chains, from a junction with the Leicester and Hitchin line of the Midland Railway, at the north of Bedford, passing by Olney to Northampton, and thence to a junction with the Weedon and Daventry Railway, near Weedon, and to be connected by double junctions with the Blisworth and Peterborough and the Northampton and Market Harborough Lines of the London and North Western Railway, near Northampton, and with the Main Line of that Railway, at Weedon Station :

To have traffic facilities, by through booking and otherwise, on the lines of the Midland, the London and North Western and the Daventry Railway Companies :

To enter into working and traffic arrangements with those three companies.

Section 24. *See* observations on “Dimensions of Bridges,” in the General Observations. Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bedford, Northampton, and Weedon Railway
Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Blane Valley Railway Bill.

THE objects of this Bill are to enable the Blane Valley Railway Company :— Objects.

To raise further sums of 25,000 *l.* by shares, and 8,330 *l.* by loan :

To make an Extension Railway, length 2 miles 66 chains, from the Company's authorised Branch line at Lettre Mill to the Forth and Clyde Junction Railway, near the Gartness Station ; and a Diversion of the authorised line, length 1 mile 56 chains, from a Junction with the Branch of the Edinburgh and Glasgow Railway near Lennoxton to a point on the Company's authorised line near Lennox Castle :

To exercise for extended periods the powers of compulsory purchase, and of executing works under the Company's Act of 1861 :

To have traffic facilities and running powers over the Forth and Clyde Junction Railway, and to use its Stations.

The Bill also enables the Edinburgh and Glasgow Railway to subscribe the sum of 8,340 *l.*, and to raise the same by shares ; and provides that that Company shall work and maintain the extension and diversion lines in perpetuity, in accordance with an agreement between the two Companies respecting the Blane Valley Railway, as authorised in 1861.

Preamble and Section 30. It appears to be intended to give effect to an agreement between the two Companies for the working and maintenance of the Blane Valley Railway by the Edinburgh and Glasgow Railway Company, in perpetuity. Observations.

It does not appear whether the agreement referred to is that mentioned in, and confirmed by, section 49 of “The Blane Valley Railway Act, 1861,” or some other agreement.

It would be in accordance with the practice of Parliament that the agreement in question should be set out in a schedule to the Bill, or, at least, should be more specifically referred to by its date, and the parties to it.

It would seem that it is not contemplated that the agreement shall be subject to the power of decennial revision, usually reserved to the Board of Trade by the 27th section of “The Railways Clauses Act, 1863.”

Section 32. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Blaine Valley Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Bray and Enniskerry Railway Bill.

THE objects of this Bill are to incorporate the “Bray and Enniskerry Railway Company,” with a capital of 30,000 *l.*, in 10 *l.* shares, and 10,000 *l.* by loan, and to empower them— Objects.

To make a Railway, length three miles 31 chains, from a junction with the Dublin, Wicklow, and Wexford Railway, near Bray to Enniskerry, in the county of Wicklow :

To enter into arrangements with the Dublin, Wicklow, and Wexford Railway Company with respect to the construction, working, and traffic of the intended Railway.

Section 38. With respect to the proposed power to contract with respect to the *construction* of the Railway, it is to be observed that it is the practice of Parliament to leave the construction of the Line to the Company, who are authorised to take lands, and raise money for the purpose. Observations.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bray and Enniskerry Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Brecon and Merthyr Tydfil Junction Railway (Amalgamation, &c.) Bill.*
 2. *Brecon and Merthyr Tydfil Junction Railway (Various Powers) Bill.*
-

1. *Brecon and Merthyr Tydfil Junction Railway (Amalgamation, &c.) Bill.*

By this Bill it is proposed—

Objects.

To enable the Brecon and Merthyr Tydfil Junction Railway Company to raise a further sum of 355,000 *l.* by shares, being the amount of the authorised share capital of the Hereford, Hay, and Brecon Railway Company :

To authorise an Amalgamation at any time of the Hereford, Hay, and Brecon Railway Company with the Brecon and Merthyr Tydfil Junction Railway Company :

Or, to enable the Brecon and Merthyr Tydfil Junction Railway Company to take a lease of the undertaking of the Hereford, Hay, and Brecon Railway Company for 999 years.

Reference may be made to the observations on “Amalgamation, Sale and Lease,” including those on “Public Notice of Transfer,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, pages 23 and 24. It is to be observed that this Bill does not contain the usual provisions for deposit with the Clerk of the Peace of a copy of the Deed of Transfer, or Lease, and for publication of notice of the change in the ownership of the Railway. Observations.

Section 26. It would seem to be proper that there should be incorporated with this Bill the provisions “with respect to leasing the Railway,” (Sections 112 and 113) of “The Railways Clauses Consolidation Act, 1845.”

2. *Brecon and Merthyr Tydfil Junction Railway (Various Powers) Bill.*

THE objects of this Bill are—

Objects.

To authorise the union of the two undertakings of the Brecon and Merthyr Tydfil Junction Railway Company, and to consolidate their several capitals :

To enable the Company—

To raise further sums of 341,000 *l.* by shares and 113,600 *l.* by loan, in three separate divisions :

To make the following Railways, viz. :—

(1.) "The Southern Extension," length 5 miles 72 chains from the Company's authorised Railway, near the south-west side of Merthyr, to the Aberdare Branch of the Great Western Railway, at the Viaduct carrying that Branch over the River Taff;

(2.) "The Ivor Junction," length 63 chains, from the Company's Pant Station to the Dowlais Iron Company's Limestone Railway :

(3.) "The Dowlais Junction," length 30 chains from the termination of (2), to the Eastern end of Lloyd Street, in Dowlais :

(4.) "The Llwyncelin Diversion," length 70 chains, in the Company's "Cyfarthfa Deviation," authorised in 1863 :

To extend the periods limited for the construction of the Railway between the Company's Main Line and the Taff Vale Railway, authorised in 1862, and of the Cyfarthfa Deviation, authorised in 1863.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Brecon and Merthyr Tydfil Junction Railway (Amalgamation, &c.) Bill.*]

[2. *Brecon and Merthyr Tydfil Junction Railway (Various Powers) Bill.*]

FURTHER REPORT of the Board of Trade on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a Report upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Bristol Joint Station Bill.*
 2. *Bristol Port Railway and Pier Bill.*
-

1. *Bristol Joint Station Bill.*

THE objects of this Bill are—

To enable the Great Western, the Bristol and Exeter, and the Midland Railway Companies to enter into arrangements for providing a Joint Station at Bristol, by appropriation and re-arrangement of any of the existing stations, works, and lands of the three Companies, including works which may be executed under the “Midland Railway (Bristol Line) Act, 1863;” and to appoint a joint committee and a standing arbitrator for those purposes: Objects.

To enable the three Companies respectively to raise the amount of their contributions, as to three-fourths by new shares or stock, and as to one-fourth by loan.

Section 17. The 26th Section of “The Midland Railway (Bristol Line) Act, 1863,” here proposed to be repealed, is the clause which secures, by a daily penalty after default, the completion by the year 1868, of the Extension of the Midland Railway to the Floating Harbour at Bristol, authorised by Act. If the Company retain, as appears to be intended, their powers for the execution of those works, the practice of Parliament would seem to require that there should be security for their completion within a definite time. Observations.

Sections 21 and 25 would enable the three Companies to create indefinite amounts of additional share and loan capital under the powers of this Bill. If the unexercised money powers of these Companies do not supply the means of effecting the purposes of this Bill, the practice of Parliament would seem to require, in accordance with the recommendation of the Select Committee of the House of Commons, that the greatest amounts of additional capital which the three Companies may respectively create should be specified in this Bill.

2. *Bristol Port Railway and Pier Bill.*

THE objects of this Bill are—

To consolidate the Railway and the Pier undertakings of the Bristol Port Railway and Pier Company into one undertaking; and to define the rights of the mortgagees of the Company and the application of the Company's funds accordingly: Objects.

To reduce the number of Directors:

To substitute a special provision with respect to the compounding for the Pier Tolls, for that contained in the 32d Section of the Harbours, Docks, and Piers Clauses Act, 1847.

No observation by the Board of Trade appears to be necessary.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Bristol Joint Station Bill.*]

[2. *Bristol Port Railway and Pier Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Cambrian Railways (Aberystwith and Welsh Coast Railway Amalgamation) Bill.*
 2. *Cambrian Railways (Additional Powers) Bill.*
-

1. *Cambrian Railways (Aberystwith and Welsh Coast Railway Amalgamation) Bill.*

THE object of this Bill is to authorise the vesting of the undertaking of the Aberystwith and Welsh Coast Railway Company in the Cambrian Railways Company, by amalgamation, sale, or lease, subject to approval by the Board of Trade. Object.

Reference may be made to the observations on “Amalgamation, Sale, and Lease,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 23. Observations.

Section 1. If a lease be authorised, it would be proper to incorporate the provisions of “The Railways Clauses Consolidation Act, 1845,” “with respect to leasing the railway.”

Section 3. It may deserve consideration whether, with a view to the more useful exercise by the Board of Trade of this power of approval, there should not be inserted in the Bill a provision requiring public notice to be given of the intention to make an amalgamation, sale, or lease, such as is contained in Section 24 of “The Railways Clauses Act, 1863.”

Section 4 provides that the capital created by an amalgamation may be the sum of the capitals of the Cambrian Railways Company and of the Coast Company. It is to be observed, however, that the former Company have been authorised to subscribe for and hold shares in the capital of the latter Company, and to create capital for the purpose to a like amount; and that it would not be in accordance with principle, or the practice of Parliament, to authorise the including in the amalgamated capital of the amount of shares created for the purpose of such subscription.

Sections 16, 17, 18, 20, and 21 of this Bill, relating to a sale or lease of the Coast Company’s undertaking, do not in all respects correspond with the clauses for like purposes in Part V. “(Amalgamation)” of “The Railways Clauses Act, 1863,” incorporated with this Bill. It would seem desirable that, in lieu of the above-mentioned sections of this Bill, the provisions of Part V. should be made applicable to the cases of sale and lease as well as to the case of amalgamation.

*Cambrian Railways (Additional Powers) Bill.***Objects.**

THE objects of this Bill are to enable the Cambrian Railways Company---

To abandon the construction of the Ellesmere and Wem line authorised by "The Oswestry, Ellesmere, and Whitchurch Railway (Extension) Act, 1862":

To transfer the Company's agreement for working the Aberystwith and Welsh Coast Railway to Thomas Savin:

To grant a lease of the Cambrian Railways undertaking, or any part of it, to the London and North Western, and the Great Western Railway Companies, and Thomas Savin, or to some or one of them, subject to the approval and decennial revision of the Board of Trade.

Observations.

Reference may be made to the observations on "Amalgamation, Sale, and Lease" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 23.

Section 6. It would be in accordance with the practice of Parliament, that the acceptance of the lease by the London and North Western and the Great Western Railway Companies should be made conditional on the consent of three-fifths of the votes of the shareholders, at a special meeting of those Companies respectively.

It may deserve consideration, whether, with a view to the more useful exercise by the Board of Trade, with reference to a lease, of the powers of approval and decennial revision proposed to be given to the Board by Sections 7 and 15 of of this Bill, there should not be inserted in the Bill provisions requiring public notice to be given of the intention to make a lease, and of the period for revision, such as are contained in Sections 24 and 27 of "The Railways Clauses Act, 1863," with reference to working agreements, which are to be subject to the approval and decennial revision of the Board of Trade.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

- [1. *Cambrian Railways (Aberystwith and Welsh Coast Railway Amalgamation) Bill.*]
[2. *Cambrian Railways (Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3--CLXXXIII.
Under 1 o.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Cambrian Railways (Coast Extension) Bill.*
 2. *Cambrian Railways (Steamboats) Bill.*
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1. *Cambrian Railways (Coast Extension) Bill.*

THE objects of this Bill are to enable the Cambrian Railways Company— Objects.

To make the “Morben Railway” and the “Mindovey Railway,” lengths 5 miles 17 chains and 53 chains, from the Aberystwith and Machynlleth line of the Aberystwith and Welsh Coast Railway Company, near Morben, above the head of the Dovey Estuary, along the northern shore of that Estuary to the last-mentioned Company’s line at Aberdovey, with an embankment, landing-stage, tramway, wharves, and quays, at that place :

To run over portions of the Aberystwith and Welsh Coast Railway, between Machynlleth and Aberdovey, and to use the Aberdovey Station and other stations on such portions of that Railway.

Section 1. The proposed powers to make an embankment, landing-stage, quays, and wharves, on the foreshore at Aberdovey, render it proper to add to this clause, that for the purposes of this Bill the terms “Railway,” and “Work,” in the “Railways Clauses Consolidation Act, 1845,” and in Part One of “The Railways Clauses Act, 1863,” shall include the embankment, landing-stage, quays, wharves, and works connected therewith, authorised by this Bill. Observations.

Section 22. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal waters.

The “Morben Railway” crosses the River Dovey, near Pencraig, below Pennall, by a viaduct 103 yards in length, of 14 spans, each 20 feet wide, and 17 feet high, and one opening span 25 feet wide. It also skirts the northern shore of the River Dovey, and the limits of deviation extend into that river, throughout the greater part of the length of this Railway.

The "Mindovey Railway" runs along the wharves in front of the town of Aberdovey, the limits of deviation extending into the river. The embankment, wharf, and landing-stage will be on the northern foreshore of the river at that place.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate all of these enactments.

But reference should be made to the observations on "Works affecting Foreshore or Tidal Waters," in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 26; and, for the reasons there stated, there should be inserted at the commencement of Section 11 of this Bill the words, "Subject and without prejudice to the provisions of the Acts and parts of Acts incorporated with this Act;" and *see* above under Section 1.

In the present case such reservation is the more important, because the deposited plans and sections show spans for the intended viaduct over the River Dovey, which appear to this Board objectionable, as calculated to contract unduly the navigable channel, and which are stated in a Memorial addressed to the Board of Trade, by persons interested in the navigation of the River Dovey, to be less than the breadth of vessels in construction near Pennall, at a part of that river above the proposed viaduct. The Memorial represents that, if the Railway were to cross the River Dovey a little above Derwenlas, instead of at the proposed place, no obstruction to navigation would be caused, and a fixed bridge might be made.

2. *Cambrian Railways (Steam Boats) Bill.*

Objects.

THE objects of this Bill are to enable the Cambrian Railways Company:—

To raise further sums of 50,000 *l.* by shares and 16,660 *l.* by loan.

To provide work and let steam and other vessels, and to use their vessels to convey passengers and other traffic between Aberdovey and the ports of Waterford and Wexford.

Observations.

Sections 7 and 8. It appears to be the practice of Parliament not to authorise the raising of money by debenture stock or mortgage for the purpose of providing and working steam vessels.

Section 11 provides that the Company "may make, purchase, and hire, and may work and use, and may *let for hire*, all such steam and *other* ships and vessels," &c.

It does not appear to be in accordance with the practice of Parliament in permitting Railway Companies to become carriers by sea, to authorise the use of vessels *other* than steam vessels; or to allow the Company to *let* their vessels for hire, except for voyages between the specified ports, as a general power to let, such as would be given by the terms of this clause, might enable them to become shipowners to an indefinite extent.

This Bill does not, as is usual in such cases, specify the distances between the ports to and from which the Company's vessels may ply; the maximum rates that may be charged for passengers of the several classes (which are sometimes fixed with reference to a like mileage on the Company's Railway); or the weights of luggage that passengers may take with them free from charge.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

- [1. *Cambrian Railways (Coast Extension Bill).*
[2. *Cambrian Railways (Steamboats) Bill.*
-

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Clonmel, Lismore, and Dungarvan Railway Bill.

THE objects of this Bill are to incorporate the “Clonmel, Lismore and Dun- Objects.
garvan Railway Company,” with a capital of 300,000*l.* in 10 *l.* shares, and 100,000 *l.* by loan; and with powers—

To make the two following Railways, viz. :—

(No. 1), length 23 miles 33 chains, from a junction with the Waterford and Limerick Railway at Clonmel to a point at Cappagh, in the parish of Whitechurch, about six miles from Dungarvan;

(No. 2), length 14 miles 31 chains, from Dungarvan, passing through the above-mentioned point at Cappagh, to Lismore :

To enter into working arrangements with the Waterford and Limerick Railway Company.

Section 15. It is more accurate, and it seems desirable to add, after “incor- Observations.
porated Acts,” in the second line, the words “and parts of Acts.”

Section 22. This Bill fixes the maximum rates for the conveyance of passengers, but it does not, as is usual, fix the tolls for the use of the Railway, for carriages, and for locomotive power, in respect to passengers.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :—

Railway (No. 2) crosses the River Blackwater, at Cappoquin, by a bridge of six openings, each of 50 feet wide and 25 feet headway.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above under Section 15.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Clonmel, Lismore, and Dungarvan Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, at Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Cork and Limerick Direct Railway Bill.

THE objects of this Bill are—

To enable the Cork and Limerick Direct Railway Company to cancel unissued shares in their existing capital, and to issue preference shares in lieu thereof, and to create five per cent. debenture stock: Objects.

To authorise a lease or sale at any time of the Cork and Limerick Direct Railway to the Great Southern and Western Railway Company:

To enable the Great Southern and Western Railway Company to raise such further sums by shares as may be required for the purchase.

Reference may be made to the observations on “Amalgamation, Sale, and Lease,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 23. Observations.

Section 2. With respect to the proposed incorporation of Part V. (relating to “Amalgamation”) of the Railways Clauses Act, 1863, it would seem to be proper that the Bill should contain an explanation that in the application of Part V. to the case of a sale or lease under the authority of this Bill the term “Dissolved Company” shall mean the Cork Company, and the term “Amalgamated Company” shall mean the Southern Company.

Section 6. The proposed leasing power appears to render proper the incorporation with this Bill of the provisions “with respect to leasing the Railway” (Sections 112 and 113) of “The Railways Clauses Consolidation Act, 1845.”

Section 18. The Bill does not contain the usual limitation of the additional capital of the purchasing Company to an amount not exceeding the authorised capital of the Company whose undertaking is purchased.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Corh and Limerick Direct Railway Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Crofthead and Kilmarnock Extension Railway Bill.

THE objects of this Bill are to incorporate “The Crofthead and Kilmarnock Extension Railway Company,” with a capital of 240,000 *l.* in 10 *l.* shares, and 80,000 *l.* by loan, and to empower them—

To make the following Railways, viz. :

(No. 1), length 14 miles 79 chains, from the Crofthead Station of the Caledonian Railway to Hill-street, Kilmarnock ;

(No. 2), length 15 chains, from No. 1 to the Glasgow and South Western Railway at Kilmarnock ;

(No. 3), length 14 miles 79 chains, from No. 1, near Waterland Mill to Beith :

To alter streets at Kilmarnock :

To enter into working arrangements with the Caledonian Railway Company :

To run over a short portion of the Glasgow and South Western Railway at Kilmarnock, and to use their Passenger Station there :

To enter into traffic arrangements with the Caledonian and the Glasgow and South Western Railway Companies.

The Bill requires the Caledonian Railway Company to contribute 140,000 *l.* towards the undertaking, and enables them to raise that amount by shares.

The Bill also confirms an agreement (in the Schedule) for the working of the intended Railways in perpetuity by the Caledonian Railway Company.

Section 40. This Clause is either unnecessary, or it is intended to give to the Company powers of deviation in respect of Railways nearly 20 miles in length, which will be in excess of those given by the 15th section of the Railways Clauses Consolidation (Scotland) Act, 1845. No ground for the grant of such unusual powers appears in the Bill. Observations.

Section 55. With respect to this agreement for the working of the intended Railways in perpetuity by the Caledonian Railway Company, it may deserve consideration whether the Bill should not be subject to provisions for saving the rights of other parties, and for decennial revision in the interest of the public, such as are contained in Sections 22 and 27 of the Railways Clauses Act, 1863.

Section 57. See Observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Crofthead and Kilmarnoch Extension Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Dingwall and Skye Railway Bill.

THE objects of this Bill are to incorporate “The Dingwall and Skye Railway Company,” with a capital of 450,000 *l.* in 10 *l.* shares, and 150,000 *l.* by loan, and to empower them—

To make a Railway, length 63 miles, 39 chains, from a junction with the Inverness and Perth Junction Railway at Dingwall Station, by the northern side of Loch Liuchart, to the eastern end of Loch Gran, and thence by the eastern side of the Carron River and Loch to Kyle of Lochalsh, to be completed within *seven* years ; also a Pier and an Hotel, at Kyle of Lochalsh :

To take on lease or purchase the ferry between Kyle of Lochalsh and Kyleakin in the Isle of Skye :

To provide and work steam vessels between Kyle of Lochalsh and Skye, and any ports or places in the Western Isles, and on the western and northern coasts of Scotland :

To enter into agreements with the Inverness and Aberdeen Junction Railway Company, for the construction of a joint station at Dingwall :

To enter into working and traffic arrangements with that Company.

The Bill authorises the Inverness and Aberdeen Junction, the Inverness and Perth Junction, the Caledonian and the Scottish Central Railway Companies to subscribe to the new undertaking, and to raise the sums to be subscribed by new shares.

Section 2. The proposed power to make a Pier, and to take rates at it, renders it proper to incorporate with this Bill “The Harbours, Docks, and Piers Clauses Act of 1847.” Observations.

Sections 24 and 25. With reference to the proposed powers to the subscribing Companies to create additional capital, it is to be observed that this Bill does not expressly make applicable to such additional capital, the usual provisions of “The Companies Clauses Consolidation (Scotland) Act, 1845,” and of Part II. relating to “additional capital” of “The Companies Clauses Act, 1863,” and the Bill does not subject the issue of any new share by the subscribing Companies to the usual condition of previous payment of one-fifth of the amount of the new share.

Section 33. It would be more accurate, and it seems desirable, to insert before "incorporated," in the second line, the words "wholly or partially."

Section 39. It seems to be a question whether the power to work steam-vessels in any voyages other than at the Ferry between Kyle of Lochalsh and Kyleakin can properly be a part of this Bill, to authorise the construction of a Railway.

Should any powers to work steam-vessels be granted, it might be proper to fix the maximum fares for passengers, and the amounts of luggage to be conveyed for the several classes without charge.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :

The Railway skirts the whole of the south-eastern shore of Loch Carron. The limits of deviation in several instances extend into the sea :

The construction of a Pier and Wharf at Kyle of Lochalsh.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," and Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate the first and last only of these enactments. See above, under Sections 2 & 33.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*Dingwall and Skye Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3--CLXXXVIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Downham, Stoke Ferry, and Brandon Railway Bill.*

2. *Downpatrick and Newry Railway Bill.*

1. *Downham, Stoke Ferry, and Brandon Railway Bill.*

THE objects of this Bill are to incorporate “ The Downham, Stoke Ferry, Objects.
and Brandon Railway Company,” with a capital of 180,000 *l.* in 10 *l.* shares,
and 60,000 *l.* by loan, and to empower them—

To make the following Railways, viz. :

(No. 1), length 7 miles 27 chains, from a junction with the Great
Eastern Railway near the Downham Station, to Stoke Ferry :

(No. 2), length 9 miles 48 chains, from No. 1 at Stoke Ferry, to a
junction with the Great Eastern Railway near the Brandon Station :

(No. 3), a Tramway, length 31 chains, at Stoke Ferry :

To run over short portions of the Great Eastern Railway between the intended
junctions therewith of Railways Nos. 1 and 2 and the Stations at Downham and
Brandon respectively, and to use those Stations :

To enter into Working and Traffic Arrangements with the Great Eastern
Railway Company.

Section 16. It would be more accurate, and it seems desirable, to insert after Observations.
“ subject to the provisions of this Act,” the words “ and of the Acts wholly
or partially incorporated with this Act.”

Section 31. See observations on “ Running Powers,” in the General Report
of the Board of Trade on Railway, &c. Bills of this Session, page 24.

2. *Downpatrick and Newry Railway Bill.*

THE objects of this Bill are, to revive and extend to 11 July 1866 the powers Objects.
of the Downpatrick and Newry Railway Company for compulsory purchase
of land, and to extend to 11 July 1868 the time for construction in respect of
certain portions of the Railways authorized by their Act of 1861 :

To enable the Company to run over the Newcastle (County Down) Railway,
and to use its Stations, and to have traffic facilities by through booking and
otherwise on that Railway.

Section 5. Reference may be made to the observations on “ Running Observation.
Powers ” in the General Report of the Board of Trade on Railway, &c. Bills of
this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Downham, Stoke Ferry, and Brundon Railway Bill.*]

[2. *Downpatrick and Newry Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Drayton Junction Railway Bill.

THE objects of this Bill are to enable the Drayton Junction Railway Com- Objects.
pany—

To raise further sums of 75,000 *l.* by shares, and 25,000 *l.* by loan :

To create “ Preferred ” 5 per Cent. and “ Deferred ” half-shares in their existing and new capitals :

To make the following Railways, viz. :

(No. 1), length 5 miles 32 chains, from a junction with the Oswestry, Ellesmere, and Whitchurch Line of the Cambrian Railways at Bettisfield Station to the Shrewsbury and Crewe Line of the London and North Western Railway near Edstaston :

(No. 2), length 1 mile 70 chains, from (No. 1) at Edstaston Park to the Shrewsbury and Crewe Line at Prees Station :

(No. 3), length 69 chains, from (No. 2) at Edstaston to the authorised Drayton Junction Railway at a point in the parish of Prees :

To run over the Shrewsbury and Crewe Line of the London and North Western Railway between the junctions of Railways (No. 1) and (No. 2) and the Stations at Wem and Prees respectively, and to use those Stations :

To run over the whole of the Cambrian Railways, and to use their Stations :

To enter into working and traffic arrangements with the London and North Western Railway and the Cambrian Railways Companies.

Section 5. With respect to the proposed power to create Preferential Capital Observations.
for the new purposes, it is to be observed that the Company have not completed their original line.

Section 39. See observations on “ Running Powers ” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Drayton Junction Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Dublin, Wicklow and Wexford Railway Bill.*

2. *Dumfries, Lochmaben and Lockerby Junction, and Caledonian Railway Companies Bill.*

1. *Dublin, Wicklow and Wexford Railway Bill.*

THE objects of this Bill are to enable the Dublin, Wicklow and Wexford Railway Company—

To raise further sums of 60,000*l.* by shares and 20,000*l.* by loan for the intended new Railways, and 90,000*l.* by shares and 30,000*l.* by loan for their general purposes :

To create 4½ per cent. debenture stock :

To make the following Railways, viz. :

(1). Length 2 miles 5 chains, from a junction with the Dublin and Kingstown Railway in Merrion to a junction with the Dublin, Wicklow and Wexford Railway at Ranelagh North :

(2). Length 72 chains, from a junction with the Dublin and Kingstown Railway at Merrion to Sandymount :

To make terminal charges in addition to the authorised maximum rates :

To run over the Dublin and Kingstown Railway, and its Extension to Dalkey, when the lease of that Railway to the Company shall have terminated.

Section 23. After “subject to the provisions of this Act” should be added, Observations.
“and of the Acts wholly or partially incorporated herewith.”

Section 30. This clause, authorising terminal charges, differs from the usual provision for that purpose, inasmuch as the words “warehousing and wharfing” are not contained in the usual form.

Section 32. See observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

2.—*Dumfries, Lochmaben and Lockerby Junction, and Caledonian Railway Companies Bill.*

THE object of this Bill is to provide for the amalgamation, as on 1st August 1865, or in the event of the *Caledonian Railway (Branch to Dumfries and Lockerby Railway) Bill* not being passed in this Session, on 1st February 1866, of the Dumfries, Lochmaben and Lockerby Junction Railway Company (which is to be dissolved) with the Caledonian Railway Company; the latter Company to be enabled to issue a 6 per cent. “Lockerby Guaranteed Stock” of 90,000*l.*, in lieu of the existing shares to the like amount of the Lockerby Company’s capital, and to issue new 4½ per cent. preference shares in lieu of the new shares in the additional capital of 34,000*l.* which the Lockerby Company are seeking to be authorised to raise under a certificate of the Board of Trade.

The Bill assimilates the tolls and charges on the Lockerby Railway, except those for small parcels and single articles of great weight, to the tolls and charges authorised by the "Caledonian Railway Act, 1845."

Observation.

Reference may be made to the observations on "Amalgamation, Sale and Lease" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 23.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Dublin, Wicklow, and Wexford Railway Bill.*]
[2. *Dunfries, Lochmaben, and Lockerby Junction, and Caledonian Railway Companies Bill.*]
-

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Gainsborough Waterworks Bill.

By this Bill, it is proposed to incorporate “ The Gainsborough Waterworks Objects.
Company,” and to enable them, among other things, to divert water from the
River Trent, at Ashcroft Mill, near Gainsborough, not exceeding one million
gallons in quantity in any one week.

Section 3. See the end of this Report.

Observations.

Section 21. It would be more accurate, and it seems desirable to add, after
“ incorporated Acts,” in line 20 of page 8, the words “ and parts of Acts.”

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :—

The abstraction of water from the River Trent, near Ash Croft Mill.

Such interference renders desirable the incorporation in the Bill of Section 12
of “ The Harbours, Docks, and Piers Clauses Act, 1847 ;” and of Section 13,
relating to lights, Section 18, relating to abatement of works abandoned or
decayed, and Section 19, relating to survey of works, of “ The Railways Clauses
Act, 1863.”

The Bill proposes to incorporate the first only of these enactments.

Board of Trade,
February 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Gainsborough Waterworks Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *General Terminus and Glasgow Harbour and Caledonian Railway Companies Bill.*
 2. *Girvan and Portpatrick Junction Railway Bill.*
-

1. *General Terminus and Glasgow Harbour and Caledonian Railway Companies Bill.*

THE object of this Bill is to provide for an amalgamation of the General Terminus and Glasgow Harbour Railway Company with the Caledonian Railway Company, as from 1st January 1864, pursuant to an Agreement between the two Companies (in a Schedule to this Bill). Objects.

The Glasgow and South Western Railway Company are to be enabled to use the portions of the Caledonian Railway, late the undertaking of the General Terminus Company, at certain tolls and rates fixed by this Bill.

No observation by the Board of Trade appears to be necessary.

2. *Girvan and Portpatrick Junction Railway Bill.*

THE objects of this Bill are to incorporate “The Girvan and Portpatrick Junction Railway Company” with a capital of 250,000 *l.* in 10 *l.* shares, and 83,300 *l.* by loan; and to empower them— Objects.

To make a Railway, length 30 miles 53 chains, from a junction with the Maybole and Girvan Railway at Girvan, to a junction with the Portpatrick Railway near East Challock, about two miles west of the Glenluce Station :

To interchange traffic facilities by through booking and otherwise, with the Glasgow and South Western, the Portpatrick, the Maybole and Girvan, and the Ayr and Maybole Junction Railway Companies :

To run over the Portpatrick Railway between its Glenluce Station and Portpatrick, and over its Stranraer and Portpatrick Harbour Branches, including the use of stations thereon :

To enter into working and traffic arrangements with the Glasgow and South Western, the Portpatrick, the Maybole and Girvan, and the Ayr and Maybole Junction Railway Companies.

The Bill authorises the Glasgow and South Western Railway Company to subscribe to any amount not exceeding 50,000 *l.*, and to raise that sum by shares or loan ; and also to guarantee interest or dividend on all or any part of the new Company's capital.

Observations.

Sections 28 and 31. It would be more accurate, and it seems desirable, to insert after " Acts " in the second line of each of these clauses, the words " and parts of Acts."

Section 33. See observations on " Dimensions of Bridges," in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

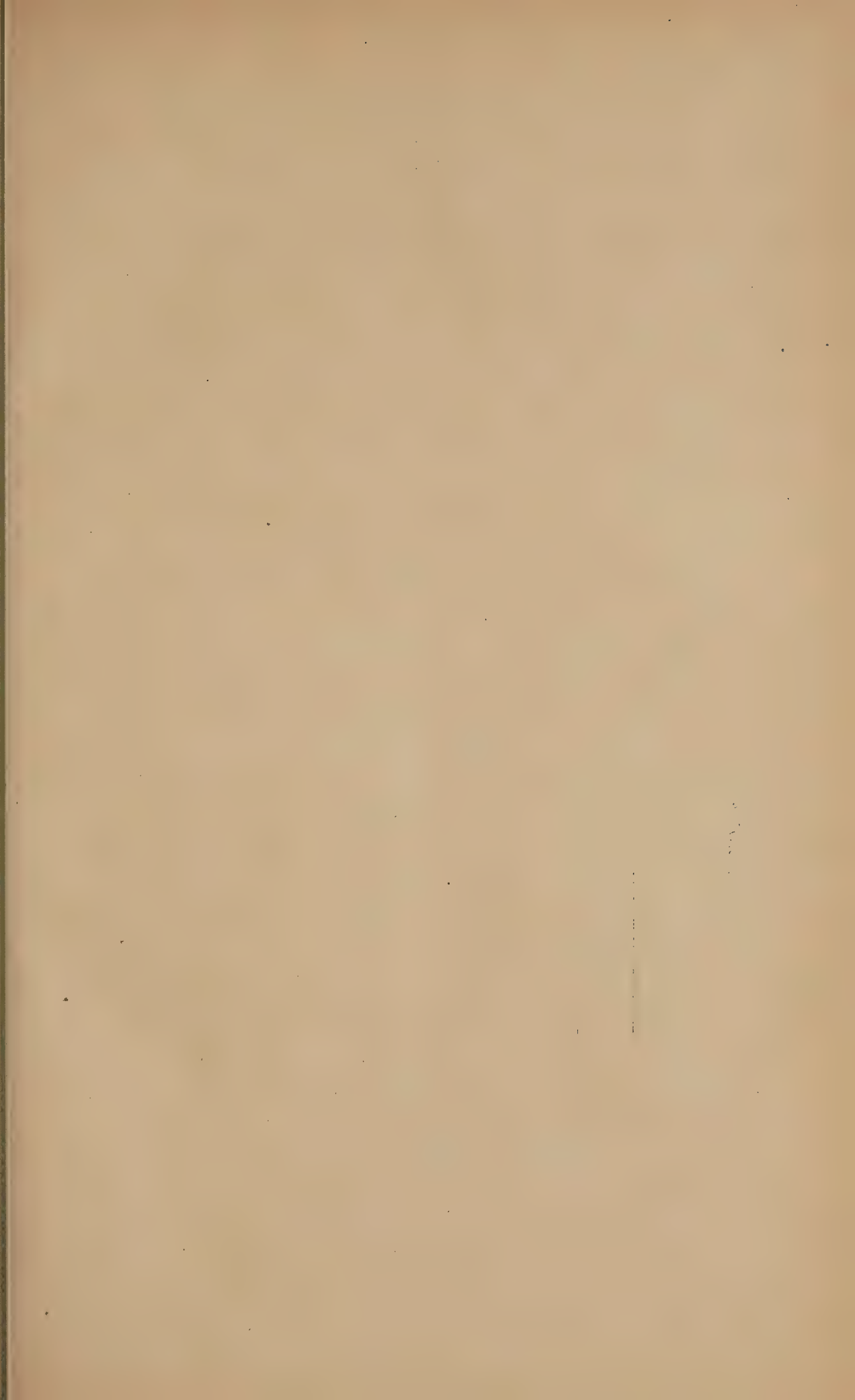
Section 40. The weight of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Section 48. See observations on " Running Powers" in the above-mentioned General Report, page 24.

Section 58. The practice of Parliament does not appear to admit of the raising by borrowing or by debenture stock, money to be expended by way of subscription towards the undertaking of another Company, as proposed in this clause.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[1. *General Terminus and Glasgow Harbour
and Caledonian Railway Companies
Bill.*]

[2. *Girvan and Portpatrick Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Glasgow and North Western Railway Bill.

THE objects of this Bill are to incorporate “ The Glasgow and North Western Railway Company,” with a capital of 300,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan, and to empower them— Objects.

To make the several Railways described in Section 28 of the Bill, of an aggregate length of 33 miles, comprising a Main Line of Railway, length 17 miles 24 chains, from a Junction with the authorised line of the City of Glasgow Union Railway, at Springburn, near Glasgow, by Kirkintilloch and Kilsyth, to a Junction with the Denny Branch of the Scottish Central Railway at Denny, and to be connected with the Glasgow, Garukirk, and Coatbridge Line of the Caledonian Railway at Cadder; with the Glasgow and Milngavie Junction Railway at New Kilpatrick; with the Main Line of the Edinburgh and Glasgow Railway at Cadder; and with the Stirling and Dunfermline Line of the Edinburgh and Glasgow Railway, and with the Scottish Central Railway, at Stirling:

To enter into arrangements for working the Glasgow and Milngavie Junction Railway:

To enter into traffic and working arrangements with the Glasgow and South Western and the Glasgow and Milngavie Junction Railway Companies with respect to the intended Railways:

To run over the following Railways or portions of Railways, and to use the Stations thereon, viz. ;—

The Glasgow and Milngavie Railway ;
The City of Glasgow Union Railways ;
Portions of the Edinburgh and Glasgow Railway ;
 ” Caledonian Railway ;
 ” Scottish Central Railway ; and
 ” Monkland Railways :

To have traffic facilities by through carriages and booking on the Glasgow and Milngavie Junction, the City of Glasgow Union, the Edinburgh and Glasgow, the North British, the Glasgow and South Western, the Caledonian, the Scottish Central and the Monkland Railways.

The Bill authorises the Glasgow and South Western, and the Glasgow and Milngavie Junction Railway Companies to subscribe and become shareholders in the new Company for 120,000 *l.* and 15,000 *l.* respectively, and to raise those sums by shares in their respective undertakings.

The Bill further authorises the Glasgow and Milngavie Junction Railway Company to annul their working agreement with the Edinburgh and Glasgow Railway Company, confirmed by their Act of 1861.

Observations.

Section 20. This Bill does not make the power to these two Companies to issue new shares subject to the usual condition of previous payment of one-fifth of the amount of any new share.

Section 27. The powers of deviation contained in this clause would exceed those given by the 15th section of "The Railways Clauses Consolidation Act, 1845." It is the practice of Parliament not to grant such powers generally, as proposed in this clause, but at specified places only, on sufficient ground being shown.

Section 37. The weight of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Section 39. After "loading and unloading," should be inserted, "at a terminal station," in line 30 of page 19.

Section 48. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
February 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*Glasgow and North Western Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Glasgow Bridges Bill.

By this Bill it is proposed to consolidate and amend the Acts relating to the
Bridges over the River Clyde at Glasgow : to unite the several Bridge Trusts :
to authorise the Bridge Trustees to take down and rebuild Hutchisontown
Bridge, and to remove the Weir and Lock at the east of that Bridge : and to
require the Clyde Navigation Trustees to contribute, out of their revenues, the
amount of the additional expense of sinking the foundations of the new Bridge
beyond the depth necessary for its own purposes, and of removing the Weir and
Lock. Objects.

Section 64. With respect to the powers proposed in this clause to be given
to the Admiralty, it is to be observed that the jurisdiction for such purposes,
formerly belonging to the Admiralty, is now vested in the Board of Trade, under
“The Harbours Transfer, &c. Act, 1862.” Observations.

In order to subject the intended works in the tidal water of the Clyde to the
due supervision of the Office of Woods, and of the Board of Trade, the better
course would be either to incorporate with this Bill, or to insert in it, the provi-
sions of the 12th and 13th sections of “The Harbours, Docks, and Piers Clauses
Act, 1847,” (in substitution for Section 64 of this Bill, which might then be pro-
perly omitted), and also Section 13 (relating to lights), Section 14 (relating to
construction), Section 18 (relating to abatement of works abandoned or decayed),
and Section 19 (relating to survey) of “The Railways Clauses Act, 1863 ;”
together (in the case of incorporation) with the explanation that the words
“Harbour, Dock, or Pier,” and “Work,” in those enactments shall mean the
Bridge and other works authorised by this Bill.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following
instances, viz. :— Tidal Waters.

The removal of Hutchisontown Bridge, across the Clyde, at Glasgow, and
also of the weir or dam and lock eastward of the bridge;

The construction of a new Bridge in lieu thereof, and of a temporary
bridge during the removal and rebuilding of the present bridge.

Such interference renders necessary the partial incorporation in the Bill of
“The Harbours, Docks, and Piers Clauses Act, 1847,” and of Sections 13 to 19,
both inclusive (“Protection to Navigation”), of “The Railways Clauses Act,
1863,” as above suggested under Section 64.

The Bill does not propose to incorporate any of these enactments.

The alterations above mentioned, by opening the navigation of the River
Clyde upwards to Rutherglen, and by improving the state of the river near the
present Hutchisontown Bridge, would seem to be beneficial.

With respect to the existing weir at the east of the bridge, it has been repre-
sented to the Board of Trade on the part of the Magistrates and Councillors of
Rutherglen, that its continuance is now illegal.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow Bridges Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Mulner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Great Northern, and Leeds, Bradford, and Halifax Junction Railways Amalgamation Bill.*
 2. *Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies (Cheshire Lines, &c.) Bill.*
 3. *Great Northern Railway and West Yorkshire Railway Amalgamation Bill.*
-

1. *Great Northern, and Leeds, Bradford, and Halifax Junction Railways Amalgamation Bill.*

THE object of this Bill is to provide for an amalgamation of the Leeds, Bradford, and Halifax Junction Railway Company, with the Great Northern Railway Company. Object.

The Great Northern Railway Company are to be enabled to raise a further sum of 80,000 *l.* by shares, for the purpose of purchasing and redeeming the additional capital of that amount, created under “The Leeds, Bradford, and Halifax Junction Railway Act, 1864.”

Reference may be made to the observations on “Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c. Bills of the Session, page 23. Observation.

2. *Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies (Cheshire Lines, &c.) Bill.*

THE objects of this Bill are—

Objects.

To vest the undertaking of the Stockport and Woodley Junction, the Stockport, Timperley, and Altrincham Junction, the Cheshire Midland and the West Cheshire Railway Companies, jointly and equally in the Great Northern, and the Manchester, Sheffield, and Lincolnshire Railway Companies; and to provide for the management of those four lines, and for the construction of the West Cheshire Railway, by a joint committee of the two Companies:

To enable each of the two Companies to raise further sums of 125,000 *l.* by shares, and 41,000 *l.* by loan:

To enable the two Companies—

To make three new Branch Railways, of an aggregate length of 3 miles 19 chains, from the Cheshire Midland Railway near Northwich Station to certain Salt-Works :

To stop up certain streets and roads, and to take additional lands in the township of Heaton Norris, Manchester, for the purposes of the Stockport, Timperley, and Altrincham Junction Railway :

To exercise for extended periods the powers of compulsory purchase and of executing works for the purposes of "The West Cheshire Railway Acts, 1861 and 1862."

Observation.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 23.

3. *Great Northern Railway and West Yorkshire Railway Amalgamation Bill.*

Object.

THE object of this Bill is to provide for an amalgamation of the West Yorkshire Railway Company with the Great Northern Railway Company on 1 January 1866; and to extinguish all money powers of the West Yorkshire Railway Company beyond 326,420 *l.* ordinary shares, 26,580 *l.* Ossett Four per Cent. Preference Shares, and 106,000 *l.* debenture stock and mortgage debt.

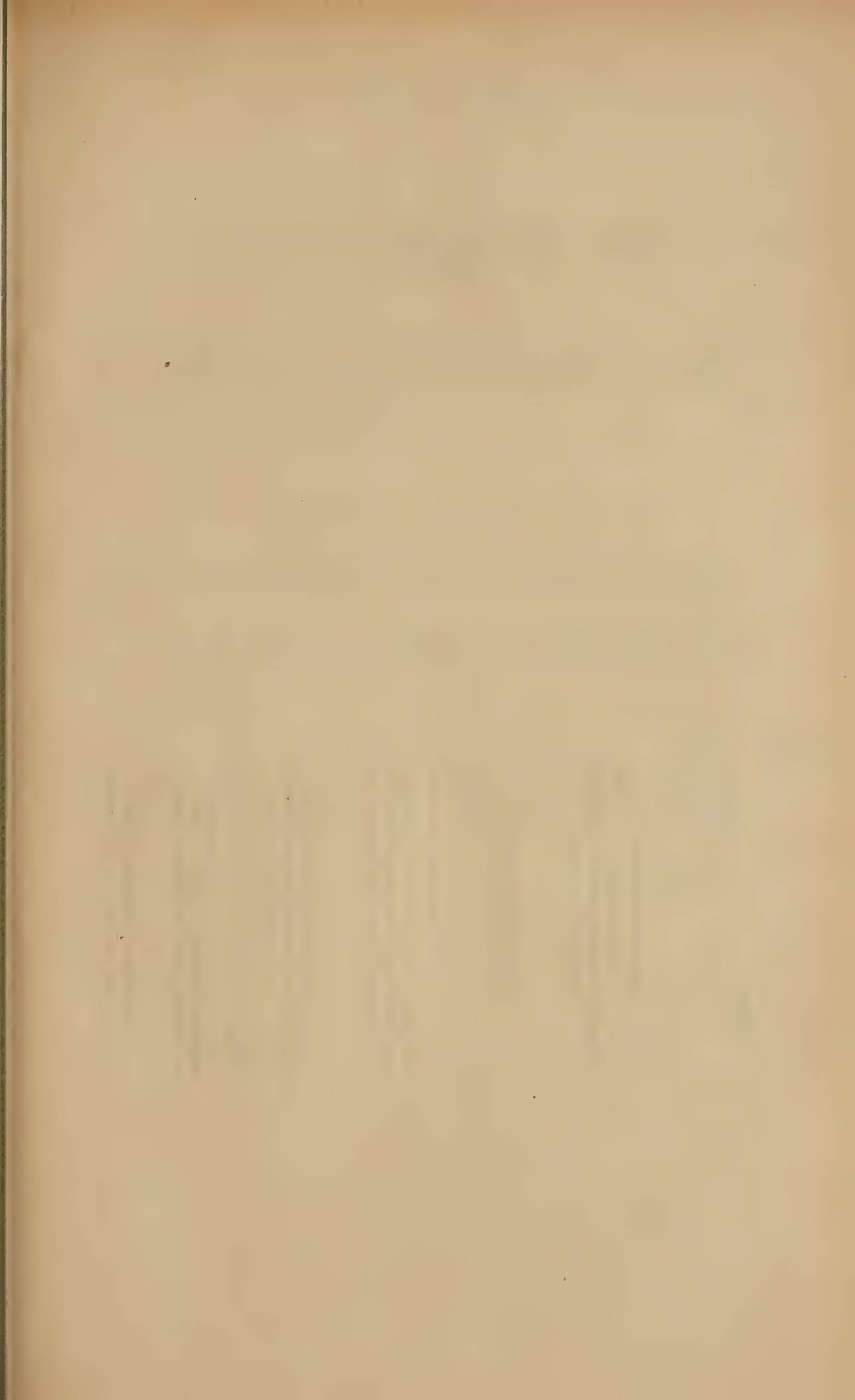
Observations.

Reference may be made to the observations on "Amalgamation, Sale, and Lease" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 23.

Section 5 provides that ordinary shareholders of the West Yorkshire Company shall become proprietors of ordinary stock in the capital of the Great Northern Railway Company, in the proportion of 140 *l.* in the latter for each 100 *l.* in the former. It seems to be a question whether by this arrangement the capital created by the amalgamation will not exceed the sum of the capitals of the amalgamated Companies, so as to be at variance with the Standing Orders of Parliament.

Board of Trade,
March 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

- [1. *Great Northern, and Leeds, Bradford, and Halifax Junction Railways Amalgamation Bill.*]
 - [2. *Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies (Cheshire Lines, &c.) Bill.*]
 - [3. *Great Northern Railway and West Yorkshire Railway Amalgamation Bill.*]
-

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Ipswich and Felixstow Railway (No. 1) Bill.

THE objects of this Bill are to incorporate “The Ipswich and Felixstow Railway Company,” with a capital of 70,000 *l.* in 10 *l.* shares, and 23,300 *l.* by loan, and to empower them—

To make a Railway, length 11 miles 77 chains, from a junction with the Woodbridge Branch of the Great Eastern Railway at its Westerfield Station to Felixstow, all in the County of Suffolk:

To enter into working and traffic arrangements with the Great Eastern Railway Company.

Section 27. The proposed further charge for “warehousing and wharfage,” Observations, &c., does not appear to be in accordance with the provision usually adopted.

Section 30. The quantity of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Board of Trade;
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Ipswich and Felixstowe Railway (No. 1) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Isle of Wight Ferry Bill.

THE objects of this Bill are to enable the Isle of Wight Ferry Company—
To raise further sums of 35,000 *l.* by shares, and 11,600 *l.* by loan : Objects.

To make Railways in three sections, of a joint length of 1 mile 10½ chains,
from a junction with the Isle of Wight Railway near Monckton-street, at Ryde,
passing under the Esplanade, and by the side of the Victoria Pier, to a point in the
sea 850 yards north of this Company's quay at Ryde; and a Railway or tramway,
length 16 chains, from the former to the tollhouse of Ryde Pier :

To enter into working and traffic arrangements with the Isle of Wight Railway
Company.

Section 22. Having regard to the use of the expression “ Railways and Tram-
way ” in Section 20, and in other parts of this Bill, and to the absence of the word Observation.
“ Tramway ” in Section 22, it would seem to be proposed that no security shall be
provided for the due completion of the Tramway within a definite time.

Interference with Tidal Waters.

On the proposed interference with tidal waters in this case the Board of Trade Tidal Waters.
have no observations to make, the intended works being within the limits of the
Portsmouth Naval Station, over which the Admiralty has retained its jurisdic-
tion, pursuant to the ninth section of “ The Harbours Transfer Act, 1862.”

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Isle of Wight Ferry Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Isle of Wight Railway (No. 1) Bill.

THE objects of this Bill are to enable the “Isle of Wight Railway Company” Objects.

To raise further sums of 65,000 *l.* by shares, and 25,000 *l.* by loan, for the purpose of a purchase by the Company of the Cowes and Newport Railway undertaking ; 75,000 *l.* by shares, and 25,000 *l.* by loan, for purposes of the Company's Eastern Lines Section (Ryde to Ventnor), authorised in 1860 ; 20,000 *l.* by shares, and 6,300 *l.* by loan, for purposes of their Central Lines Section (Ryde to Newport and Wraxall), authorised in 1863 ; and 160,000 *l.* by shares, and 52,000 *l.* by loan, for purposes of the Western Lines Section (Newport to Yarmouth and Freshwater), to be authorised by this Bill :

To make Railways in two sections, of a joint length of 11 miles 78 chains, from a junction with the Company's authorised line near Newport to Yarmouth and Freshwater ; also a Railway, length 55 chains, to connect the Company's authorised line near Ventnor with their authorised line at Godshill ; and a Railway, length 48 chains, from the authorised line at Littleton Down to Saint Boniface Terrace at Ventnor :

To acquire additional lands at Brading Lake and Shanklin :

To take a lease of or purchase the undertaking of the Cowes and Newport Railway Company :

To enter into arrangements with respect to traffic and the use of their respective stations and works with the Ryde Pier, the Isle of Wight Ferry, the Stokes Bay Railway and Pier, the Portsmouth Steam Boat, and the Southampton, Isle of Wight, and South of England Royal Mail Steam Packet Companies ; and to agree with the Ryde Commissioners for the joint use with them of their works.

Sections 2 and 31. Reference may be made to the observations on “Works affecting Foreshore and Tidal Waters” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26, with a view to the insertion of “expressly” before “varied” in the last line of Section 2 ; and of “and the Acts and Parts of Acts incorporated herewith” after “Act” in the first line of Section 31 of this Bill. Observations,

Sections 5 and 13. With respect to the proposed powers to raise 65,000 *l.* by shares, and 25,000 *l.* by borrowing, for the purchase of the Cowes and Newport Railway undertaking, it is to be observed that the latter sum exceeds one-third of the former ; and that those sums respectively exceed the sums which the Cowes and Newport Railway Company are authorised to raise, by shares (62,000 *l.*), and by borrowing (20,500 *l.*).

Sections 7 and 13. The sum of 160,000 *l.* in Section 7 is referred to as 156,000 *l.* in Section 13.

Section 31. See above under Section 2.

Section 37. As this Company have a line opened for traffic, it appears to be a question whether the security for completion of the new Railways 1, 2, and 3, should not be a daily penalty, in case of default, as is provided by Section 38 in respect of Railway No. 4.

Section 42. Reference may be made to the observations on "Amalgamation Sale and Lease," including those on "Public Notice of Transfer," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 23 and 24.

It is to be observed, with respect to the proposed power to purchase the Cowes and Newport Railway Company's undertaking, that the Bill does not contain the usual provisions for the dissolution of the "selling Company," and for the general reservation of rights and claims, &c. such as are contained in Part V. relating to "Amalgamation," of "The Railways Clauses Act, 1863."

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :—

A considerable portion of Railway No. 2 is carried between high and low water mark of the River Yar, which it crosses by a bridge of one arch, 30 feet wide and 6 feet high.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments. Reference should be made to the incorporated Acts, and parts of Acts, in Section 31 of this Bill, as above suggested.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Isle of Wight Railway (No. 1) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CXCIX.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Isle of Wight Railway (Steamboats) Bill.

THE objects of this Bill are to enable the Isle of Wight Railway Company— Objects.

To raise further sums of 20,000 *l.* by shares and 6,600 *l.* by loan, as a separate capital:

To provide and work steam-vessels for the accommodation of traffic between the Isle of Wight and the mainland :

To provide accommodation for the traffic of the steam-vessels by building quays, jetties, landing-places, and other conveniences at any places the Company think fit :

To agree with any other Companies or persons with respect to providing and working steam-vessels, and with respect to contributing to and guaranteeing the capital of such other Companies or persons.

Section 9. The proposed power to borrow on mortgage for steamboat purposes does not appear to be in accordance with the practice of Parliament. Observations.

Section 27. It appears to be a question whether the proposed power to work steam-vessels between certain specified places “and other places on the mainland whereat passengers to and from the Island are from time to time embarked and landed,” is as definite as the practice of Parliament requires.

Sections 28, 29, and 30. The indefinite power in section 28 of building, purchasing, and taking on lease lands, &c., at certain specified places “and other places as the Company think fit,” purports to include the building of wharfs, quays, jetties, slips, and landing-places; and power to make charges for the use of them; and sections 29 and 30 reserve to the Board of Trade certain powers of approval, abatement, &c., of works below high-water mark..

It would be at variance with the practice of Parliament to authorise the construction of works below high-water mark except at specified places, or without making applicable to such works the provisions of sections 12 and 13 of “The Harbours, Docks, and Piers Clauses Act, 1847,” and provisions to the effect of those contained in sections 13, 18, and 19 of “The Railways Clauses Act, 1863,” relating to lights, abatement of works disused, and local survey.

Section 31. This Bill does not propose to define, as is usual, the maximum rates of charge for conveyance in the Company’s vessels, or the quantities of luggage which the several classes of passengers may take with them free from charge.

Section 35. This clause seems to amount to a power to the Company to transfer their powers under the Bill by letting their steamboat undertaking to any Company or person for an indefinite period. The propriety of such a power, without reference to the consent of special meetings of the contracting Companies, or to revision by any public Department, seems to be questionable.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Title of Wright Railway (Steamboats) Bill.*]

—
FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

—
Ordered, by The House of Commons, to be Printed,
7 February 1865.
—

RAILWAY AND CANAL, &c. BILLS

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Monmouthshire Railway and Canal Bill.

THE objects of this Bill are to enable the Monmouthshire Railway and Canal Company—

To raise further sums of 200,000 *l.* by shares, and 50,000 *l.* by loan :

To make two Deviations in the existing Western Valleys Line of the joint length of 71 chains; a doubling of a portion of the same line, length 2 miles 60 chains, and two Branch Railways in connection with the Eastern Valleys Line, of the joint length of 3 miles 41 chains :

To acquire by purchase, in accordance with an Agreement of 3d November 1864, set forth in the Schedule, the Undertaking of the Brecknock and Abergavenny Canal Navigation Company, incorporated in 1793, which consists of a canal, length 33 miles, from the town of Brecon, to the Monmouthshire Canal, near Pontypool, with Railways and other Works.

The Bill also contains new provisions with respect to the election of the Committee of Management and to the meetings of shareholders of the Monmouthshire Railway and Canal Company.

Section 24. Reference may be made to the Observations on “ Railway and Canal Companies,” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 25. Observations.

The union of Railways with Canals was a subject which came under the consideration of the Select Committees of the House of Commons appointed in 1846 and 1853, to consider the principle of amalgamation as applied to Railway, or Railway and Canal Bills. Observations on that subject will be found in the Second Report of the former Committee, and in pages 10 and 11 of the Fifth Report of the latter Committee, which may be here referred to.

Should it be considered that a transfer of the Brecknock and Abergavenny Canal to the Monmouthshire Railway and Canal Company may be permitted, it would become a subject for consideration whether adequate provision has been made for securing to the public the permanent use of the present water route by the several Canals which will be vested in the Monmouthshire Company, at fair and moderate rates of charge.

As regards the security that should be provided for the maintenance of the waterway, and the conveniences connected with it, and the supply of water, in an efficient condition, it may be observed that this Bill does not contain the provisions for those purposes which are usually inserted in Bills of this kind. See sections 13-18 of the “ Lancaster Canal Transfer Act, 1864,” c. 288 (Local).

As regards regulating the charges for traffic on a canal after it has become
CCI. vested

vested in a Railway Company, the principle laid down on this subject by the Select Committee of the House of Commons on Railway and Canal Bills, 1853, above referred to, is stated in the following terms in their Fifth Report, p. 11; viz., "That while the shareholders [in the Railway Company] should be permitted to extract from the Canal the greatest profit which it is capable of returning them by the development of the water carriage, they are not entitled to charge such rates on the Canal as would necessarily divert the traffic from the Canal to the Railway, and render inaccessible to the public the advantages of water communication. This consideration is the more important, from the bearing which such a practice upon one link of a chain of inland navigation must obviously have upon canals, the property of independent companies, but constituting other and perhaps distant links in the same line of communication."

To give effect to the principle so stated, various methods have been adopted in different cases.

In the case of the Trent and Mersey Canal, the North Staffordshire Railway Company were restricted from making higher charges for the Canal than were being made by its former proprietors at the time of the transfer (a Schedule of such maximum charges being annexed to the Act); and they were also expressly prohibited from giving any preference to traffic on their Railway over traffic on the Canal; and power was vested in the Board of Trade of regulating, upon complaint made, the charges for, and the user of, the Canal (9 & 10 Vict. c. 84 (Local), ss. 38 and 39).

As to the particular precautions which should be adopted in this case, whether by limiting the charges which may be made upon the Canal to rates not exceeding those which may be charged at the passing of the Bill, or by subjecting the Canal rates to revision at any time by a public department, or otherwise, my Lords are not in a condition to make any further suggestion, as they do not possess the opportunities which the Committee on the Bill will have of examining all the circumstances, and of hearing all parties interested.

Sections 24-29. It may deserve consideration, whether there should not be added to the Bill, a clause for a general saving of rights and claims against the Brecknock and Abergavenny Canal Company, similar to Section 55 in Part V., relating to amalgamation, of the Railway Clauses Act, 1863.

Section 34. It may deserve consideration whether the reservations of this clause should not be extended to general Acts relating to Canals or Navigations (such as the Railway and Canal Traffic Act, 1854), and to revision or alteration by Parliament of the maximum rates authorised to be taken in respect of the several Canals of the Monmouthshire Company.

Board of Trade,
March 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*Monmouthshire Railway and Canal Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Southern Railway Bill.

THE objects of this Bill are to incorporate “The Southern Railway Company” Objects.
with a capital of 650,000 *l.* in 10 *l.* shares, and 216,000 *l.* by loan, and with powers—

To make the following Railways and other works, viz. :

Nos. 1, 2, and 3, of an aggregate length of 61 miles 59 chains, from a junction with the Great Southern and Western Railway at Thurles, to a junction with the Waterford and Limerick Railway at Clonmel, and thence by Cappagh, in the Parish of Whitechurch, to a junction with the Cork and Youghal Railway at Youghal; Nos. 4 and 5, length 23 miles 57 chains, from No. 2 at Cappagh by Cappoquin and Lismore to the Mallow and Fermoy Railway at Fermoy; No. 6, length 5 miles 73 chains, from Cappagh to Dungarvan; and No. 7, length 22 chains, a Junction Railway between Nos. 5 and 6, at Cappagh :

Also Tramways at Youghal, and Dungarvan, length 54 chains :

A Railway and Road Bridge over the River Blackwater, near Youghal, with power to take tolls for the road bridge :

To contract for the purchase of the existing Blackwater bridge, near Youghal :

To run over the Cork and Youghal Railway :

To enter into contracts with the Great Southern and Western, the Waterford and Limerick, the Mallow and Fermoy, and the Cork and Youghal Railway Companies with respect to the use of the Railways of the contracting Companies, and the interchange of traffic.

Section 22. Before “incorporated,” in the first line of this clause, should be Observations.
added “wholly or partially.”

Section 43. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway &c. Bills of this Session, page 24.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz. :—

Railway No. 3 crosses the Blackwater River, near Youghal Bridge, by a viaduct of 104 spans, each 20 feet wide and two feet high, and one opening span, 30 feet wide and two feet high.

Railway No. 5 crosses the same river at Cappelquin by a viaduct of 16 arches, each 30 feet wide and 20 feet high.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

See above, under Section 22.

Board of Trade.
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Southern Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Essex Railway Bill.

THE objects of this Bill are to incorporate the “South Essex Railway Company” with a capital of 250,000 *l.* in 10 *l.* shares, and 83,000 *l.* by loan, and to empower them—

To make a Railway (No. 1), length 23 miles 19 chains, from a junction with the Great Eastern Railway at the East of the Brentwood Station, passing by Billericay, and along the North Side of the River Crouch to Southminster; with an Extension Railway (No. 3), length 43 chains, to the Brentwood Station of the Great Eastern Railway; and a Branch (No. 2), length 7 miles 72 chains, from (No. 1), at Woodham Ferrers to a junction with the Great Eastern Railway, near the Maldon Station:

To enter into working and traffic arrangements with the Great Eastern Railway Company:

To run over the portion of the Great Eastern Railway, between the junction with Railway (No. 1) and the Brentwood Station, and to use that Station.

Section 37. See Observations on “Running Powers,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24. Observations.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*South Essex Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Northumberland Railway Bill.

THE objects of this Bill are, to incorporate “The South Northumberland Railway Company,” with a capital of 60,000*l.* in 10*l.* shares, and 20,000*l.* by loan, and to empower them—

To make a Railway, length 11 miles 8 chains, from the authorised Wallbottle Branch of the Blyth and Tyne Railway at Butterlow, by Houghton and Ronchester, to the Dyke House at Heugh, in the parish of Stamfordham :

To enter into working and traffic arrangements with the Blyth and Tyne Railway Company.

Section 23. It would be more accurate, and it seems desirable, to insert after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith,” as in Section 21. Observations.

Section 25. See observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Section 32. The weight of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*South Northumberland Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Sunningdale and Cambridge Town Railway Bill.

THE objects of this Bill are to enable the Sunningdale and Cambridge Town Railway Company,—

To raise further sums of 150,000*l.* by shares, and 50,000*l.* by loan :

To make a Deviation, length 1 mile 35 chains, at the termination of their authorised line at High-street, Cambridge Town :

To make Extension Railways of an aggregate length of 12 miles 62 chains, to York Town, and to Aldershot, and to join the Reading, Guildford, and Reigate Line of the South Eastern Railway, near its Blackwater and Ash Stations, and the Main Line and the Farnham Line of the London and South Western Railway, near the Fleet Pond and the Tongham Stations respectively :

To contract with the London and South Western Railway Company with respect to the working and traffic of the proposed Railways :

To run over the lines of the South Eastern and the London and South Western Railway Companies between the intended junctions and the above-mentioned Stations, and to use those Stations.

Section 29. With respect to the words, “and the powers of this Act may (except in so far as they are by this Act directed to be exercised by a meeting of the Company) be exercised by the Directors for the time being of the Company,” it is to be observed that, if they do not extend the powers that the Directors would have under “The Companies Clauses Consolidation Act, 1845,” they are unnecessary; and if they are intended to go beyond such powers, the provision appears to be unusual and objectionable; and in either case it might be properly omitted. Observations.

Section 31. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Summingdale and Cambridge Town Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Surrey and Sussex Junction Railways Bill.*
2. *Sussex Central Railway Bill.*

1. *Surrey and Sussex Junction Railways Bill.*

THE objects of this Bill are to incorporate “The Surrey and Sussex Junction Railway Company,” with a capital of 710,000 *l.* in 20 *l.* shares, and 236,000 *l.* by loan, and to empower them— Objects.

To make Railways (No. 1), length 22 miles 43 chains, from the London, Brighton, and South Coast Railway at Combe Lane, Croydon, passing by Warlingham, Oxted, and Eden Bridge, to the East Grinstead, Groombridge, and Tunbridge Wells Railway at Groombridge; (No. 2), length 68 chains, to connect No. 1 at Croydon with the “South Croydon Line” of the London, Brighton, and South Coast Railway, authorised in 1863; and (No. 3), length 68 chains, to connect the authorised lines of the East Grinstead, Groombridge, and Tunbridge Wells, and the Brighton, Uckfield, and Tunbridge Wells Railways near Groombridge, to be completed within six years:

To run over the following Railways, and to use the stations thereon, viz. :—

The London, Brighton, and South Coast Railway between Croydon and the Victoria and the London Bridge Stations; its Deptford Branch, and its Tunbridge Wells and Eastbourne Line:

The South Eastern Railway between Croydon and London Bridge:

The East Grinstead, Groombridge, and Tunbridge Wells Railway at and near Groombridge:

The Brighton, Uckfield, and Tunbridge Wells Railway at and near Tunbridge Wells and Groombridge:

To enter into working and traffic arrangements with the London, Brighton, and South Coast, the South Eastern, the London and Greenwich, the East Grinstead, Groombridge, and Tunbridge Wells, and the Brighton, Uckfield, and Tunbridge Wells Railway Companies:

To interchange traffic facilities by through booking, and carriages, &c. with those several Companies.

Section 22. See observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25. Observations.

Section 32. The quantity of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Section 36. “Whether on the extension Railways or on the original” seems to be erroneous.

Section 39. See observations on “Running Powers” in the above-mentioned General Report; page 24.

2. *Sussex Central Railway Bill.*

Objects.

THE objects of this Bill are to incorporate "The Sussex Central Railway Company," with a capital of 160,000 *l.* in 10 *l.* shares, and 53,300 *l.* by loan, and to empower them—

To make a Railway, length 15 miles 60 chains, from the Tunbridge and Hastings Branch of the South Eastern Railway at the Ticehurst Station by Warbleton and Waldron to the authorised Ouse Valley Line of the London, Brighton, and South Coast Railway at Framfield :

To enter into working and traffic arrangements with the South Eastern and the London, Brighton, and South Coast Railway Companies.

Observations.

Section 1. The incorporation of Part II. relating to "additional capital" of the "Companies Clauses Act, 1863," seems erroneous.

Section 26. The quantity of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

1. [*Surrey and Sussex Junction Railways Bill.*]
2. [*Sussex Central Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Tiverton and North Devon Railway Bill.

THE objects of this Bill are:—

Objects.

To incorporate “The Tiverton and North Devon Railway Company” with a capital of 90,000 *l.* in 20 *l.* shares, and 30,000 *l.* by loan, and to empower them:

To make a Railway, length 8 miles 12 chains, from a junction with the Tiverton Branch of the Bristol and Exeter Railway near Tiverton, passing by Bampton, to a junction with the authorised line of the Devon and Somerset Railway at Morebath:

To run over the portion of the Tiverton Branch between the intended junction and the Tiverton station, and over the portion of the Devon and Somerset Railway between the intended junction and its Morebath or Bampton station, and to have the use of those several stations, with services thereat from the Companies to whom they belong:

To enter into working and traffic arrangements with the Bristol and Exeter, and the Devon and Somerset Railway Companies.

The Bill authorises the Bristol and Exeter Railway Company to subscribe for 30,000 *l.*, and to raise that sum by shares; and in case they enter into a working agreement with the new Company, to guarantee the principal and interest of money to be borrowed by the new Company.

Section 23. This Bill does not incorporate with respect to the additional capital to be created by the Bristol and Exeter Railway Company, the usual provisions of “The Companies Clauses Consolidation Act, 1845.” Observations.

Section 35. With respect to these several departures from the requirements of “The Railways Clauses Consolidation Act, 1845,” see the Observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Section 48. See Observations on “Running Powers” in the above-mentioned General Report, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

Tiverton and North Devon Railway Bill.

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Utilisation of Sewage and Land Reclamation (Ireland) Bill.

By this Bill it is proposed to enable “The Utilisation of Sewage and Land Reclamation Company (Ireland) Limited” (registered under the Companies Act, 1862), to acquire lands, and execute works for the reclamation of lands, and for the utilisation of sewage at and near to Dublin. Objects.

Sections 2, 23, and 24. This Bill provides in Sections 23 and 24 that works Observations.
below high-water mark executed without the approval of the Board of Trade, or
abandoned or suffered to fall into decay, may be abated by the Board of Trade ;
but it omits the usual provisions for exhibiting lights, for providing access to the
new sea margin, and for survey of the works from time to time by the order of
Board of Trade.

The better course would, therefore, seem to be to omit Sections 23 and 24 of
this Bill, and in Section 2 to incorporate Sections 17 and 18 (relating to approval
of plans, &c., by the Commissioners of Woods, Forests, and Land Revenues, and
by the Board of Trade) of “The Railways Clauses Consolidation Act, 1845,”
and Sections 13—19 relating to “Protection to Navigation” of “The Railways
Clauses Act, 1863,” with the addition, that in those provisions the words “Rail-
way” and “Work” shall be taken to mean for the purposes of this Bill, all
works below high-water mark authorised by this Bill.

In Section 2, last line but one, “expressly” should be inserted before
“varied.”

Section 16. After “Subject to the provisions of this Act” should be added
“and of the Acts wholly or partially incorporated herewith.”

Section 45. In order duly to save the jurisdiction, &c. of the Board of Trade,
and of the Commissioners of Woods, Forests, and Land Revenues, the words
“except only as is by this Act provided,” should be omitted.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances, viz. :—

One of the proposed conduits runs along the shore of Dublin Bay, in
front of Clontarf, to the North Bull Wall :

The reclamation of a large tract of land in the north eastern part of
Dublin Bay, exceeding 2,000 acres in extent, by an embankment from about
the middle of the North Breakwater or Bull Wall, eastward to a point
near the disused Manganese Works at Sutton, on the western shore of the
Howth Peninsula.

Such interference renders necessary the incorporation in the Bill of the general
provisions for the protection of navigation, referred to above under Sections 2, 23,
and 24.

The Bill does not propose to incorporate any of those enactments.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Utilisation of Sewage and Land Reclamation*
(*Ireland*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Ventnor and Bonchurch Tramways Bill.*
 2. *Ventnor Harbour Bill.*
-

1. *Ventnor and Bonchurch Tramways Bill.*

THE objects of the Bill are to incorporate “ The Ventnor and Bonchurch Objects. Tramway Company,” with a capital of 30,000 *l.*, in 10 *l.* shares, and 10,000 *l.* by loan, and to empower them—

To make the several Tramways from the authorised line of the Isle of Wight Railway at Ventnor, passing by Littledown and Longdown to the works of the Ventnor Harbour Company, all in the parishes of Newchurch and Bonchurch, described in Section 23 of the Bill, of an aggregate length of 2 miles 5 chains :

To enter into working and traffic arrangements with the Isle of Wight Railway and the Ventnor Harbour Companies.

Section 22. It would be more accurate, and it seems desirable, to insert, after Observations. “ Acts,” in the first line, the words, “ and parts of Acts.”

Section 23. It is not apparent why the proposed works are called in this Bill “ Tramways,” and not “ Railways”; inasmuch as the Bill not only does not preclude or impose any restrictions on the use of steam power, but in Sections 28 and 29 charges for the use of locomotive engines are authorised.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instance, viz. :—

Tramway No. 4 is carried below high water mark at Ventnor.

Such interference renders necessary the incorporation in the Bill of “ The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“ Protection to Navigation”) of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above under Section 22.

2. *Ventnor Harbour Bill.*

THE objects of this Bill are to enable the Ventnor Harbour Company— Objects.

To raise further sums of 80,000 *l.* by shares, and 26,660 *l.* by loan :

To acquire certain lands, and to make two roads, communicating with the Esplanade, with Mill Street and with Victoria Street, at Ventnor.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Ventnor and Bonchurch Tramways Bill.*]

[2. *Ventnor Harbour Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Waterford, Lismore, and Fermoy Railway Bill.

THE objects of this Bill are to incorporate the “Waterford, Lismore, and Fermoy Railway Company,” with a capital of 500,000 *l.* in 10 *l.* shares, and 166,000 *l.* by loan; and with powers—

To make the following Railways,—

(No. 1), length 29 miles 25 chains, from Waterford to Dungarvan;

(No. 2), length 14 miles 31 chains, from (No. 1) at Dungarvan to Lismore;

(No. 3), length 15 miles 54 chains, from (No. 2) at Lismore to the Great Southern and Western Railway, near its station at Fermoy;

To run over the portion of the Great Southern and Western Railway between the junction therewith and the Fermoy station, and to use that station;

To enter into traffic and working arrangements with the Great Southern and Western Railway Company.

Section 20. It would be more accurate, and it seems desirable to insert after “incorporated Acts,” the words “and Parts of Acts.” Observations.

Section 23. Reference may be made to the Observations on “Running Powers,” in the Report of the Board of Trade on Railway, &c., Bills of this Session, page 24.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

Railway No. 1 commences near Bilberry Rock at Waterford, the limits of deviation being beyond high-water mark on the south side of the River Suir;

It crosses the Glendine Estuary at 27 miles $6\frac{1}{2}$ furlongs by an arch 50 feet wide and 10 feet high;

It crosses the Estuary of the Colligan River at the north side of Dungarvan by an arch 80 feet wide and 4 feet high;

No. 2 crosses the Blackwater river at Cappoquin by a bridge of six openings, each 50 feet wide and 25 feet high.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”) of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above under Section 20.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Waterford, Lismore, and Fermoy Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

West Yorkshire Railway Bill.

THE objects of this Bill are to authorise the West Yorkshire Railway Com- Objects.
pany to raise further sums of 20,000 *l.* by shares, and 6,600 *l.* by loan:

To make a Railway, length 43 chains, from their Ossett Branch to a point on
the east side of the Company's Railway near Balne Lane, at Wakefield:

To subscribe for 22,500 *l.* in the capital of the West Riding and Grimsby
Railway Company, towards the construction of the station at Wakefield, autho-
rised by “The West Riding and Grimsby Railway Act, 1864:”

To raise, notwithstanding the limitation to 25,000 *l.* by shares and 8,300 *l.* by
loan, contained in “The Methley Railway Act, 1864,” the full sums of 75,000 *l.*
by shares and 25,000 *l.* by loan, authorised to be raised by “The West Yorkshire
Railway Act, 1863;” and to apply the difference to the general purposes of the
Company's Acts.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[West Yorkshire Railway Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Wiltshire Railway Bill.

THE objects of this Bill are to incorporate “ The Wiltshire Railway Company,” Objects.
with a capital of 600,000 *l.* in 20 *l.* shares (which may be issued as or converted
into “ Preferred ” six per cent., and “ Deferred ” half shares), and 200,000 *l.* by
loan, and to empower them—

To make Railways (Nos. 1, 2, and 3) of an aggregate length of 44 miles
17 chains, from a junction with the Basingstoke and Salisbury Line of the London
and South Western Railway at Idmiston, passing by Amesbury, Pewsey, Marl-
borough, and the east of Swindon, to a junction with the authorised line of
the East Gloucestershire Railway at Fairford, with a Branch (No. 4), length
33 chains, to the Pewsey Station, and a Branch (No. 5), length 3 miles 8 chains,
to the Woodborough Station of the Berks and Hants Railway :

To run over and use the portion of the London and South Western Railway
between the junction at Idmiston and its Salisbury station, including that station
and the portion of the East Gloucestershire Railway, between the junction at
Fairford and its proposed station at that place, including that station ;

To interchange traffic facilities, by through booking and carriages, with the
London and South Western and the East Gloucestershire Railway Companies ;

To enter into arrangements with those two Companies, and with the Midland
and the Great Western Railway Companies, with respect to the construction,
working, and traffic of the Railways of the contracting Companies.

Section 37. With respect to these several departures from the requirements of Observations.
“ The Railways Clauses Consolidation Act, 1845,” *see* the observations on
“ Dimensions of Bridges,” in the General Report of the Board of Trade on
Railways, &c. Bills of this Session, page 25.

Section 50. *See* Observations on “ Running Powers ” in the above-mentioned
General Report, page 24.

Section 53. With respect to the proposed power to contract with regard to the
construction of any Railways of the contracting Companies, it is to be observed
that it is the practice of Parliament to leave the execution of the works to the
Company who are authorised to take lands and raise money for that purpose.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Wiltshire Railway Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Aboyne and Braemar Railway Bill.

THE objects of this Bill are to incorporate the “Aboyne and Braemar Rail-
way Company” with a capital of 160,000 *l.* in 10 *l.* shares, and 53,300 *l.* by
loan, and to empower them—

Objects.

To make a Railway, length 26 miles 75 chains, from a junction with the Deeside Railway Extension at its Aboyne Station, along the north side of the River Dee, to Castletown of Braemar:

To use the Aboyne Station:

To enter into working and traffic arrangements with the Deeside Railway Company.

Section 28. The quantity of baggage usually allowed to first-class passengers
is 120 lbs., not 112 lbs. only.

Observations.

Section 32. With respect to the proposed increased charges for small parcels conveyed for a distance exceeding 25 miles, it is to be observed that the whole length of the intended Railway is 26 $\frac{3}{4}$ miles.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Abeyne and Braemar Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Brecon and Llandovery Junction Railway Bill.

THE objects of this Bill are to enable the Brecon and Llandovery Junction Objects.
Railway Company—

To divide their authorised share capital into “preferred half shares,” (which may have a five per cent. dividend) and “deferred half shares” :

To make a Deviation in their authorised line, length 9 miles 66 chains, from Llywell, to a Junction with the Vale of Towy Railway at Llandingat, near Llandovery, which is to be in lieu of the Junction with the Central Wales Railway near Llandovery, authorised by this Company’s Act of 1863 :

To make a level crossing at Defynnock, not authorised by the existing Act of 1863 :

To run over a portion of the Vale of Towy Railway between the Junction at Llandingat and Llandilofawr, and to use its Stations, and the Station at Llandilofawr, belonging to the Llanelly Railway and Dock Company :

To enter into working and traffic arrangements with the Vale of Towy Railway and the Llanelly Railway and Dock Companies, or either of them.

Sections 30 and 31. With respect to these several departures from the re- Observations.
quirements of “The Railways Clauses Consolidation Act, 1845,” see the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Section 38. See observations on “Running Powers” in the above-mentioned General Report, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Brecon and Llandovery Junction Railway
Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bristol and North Somerset Railway (Bristol and Bath Lines) Bill.

THE objects of this Bill, as limited by a resolution of the House of Commons, Objects.
are to enable the Bristol and North Somerset Railway Company—

To make the following Railways:—

(No. 1.) Length 7 miles 40 chains, from a junction with the Company's authorised line at High Littleton, to the authorised line of the Bath Extension of the Midland Railway, at Weston :

(No. 2.) Length 38 chains, to connect No. 1 with the Great Western Railway, near Bath :

(No. 3.) Length 33 chains, to connect the Company's authorised line with the Midland Railway, at Bristol :

To run over the portions of the Midland and the Great Western Railways between the intended junctions near Bath, and the stations of those Railways at Bath :

To have traffic facilities, by through booking and otherwise, from the Great Western, the Midland, the Bristol Port and Pier, the Bristol Port Extension, and the Bristol and South Wales Union Railway Companies :

To enter into agreements with the Corporation of Bristol with respect to the construction, working, and traffic of the Tramways, authorised by this Company's Act of 1863 :

To enter into working and traffic arrangements with the Great Western and the Midland Railway Companies, or either of them :

To raise by new shares, and by borrowing additional sums, the amounts of which are not stated in the copy of this Bill deposited at the Board of Trade.

The Bill further authorises the Corporation of Bristol to sell their property to the Company for the purposes of the new works in consideration of rent-charges.

Sections 2 and 52. The proposed power to create additional capital renders Observations.
necessary the incorporation with this Bill of Part II. (“Additional Capital”) of “The Companies Clauses Act, 1863.”

Section 2. “The Lands Clauses Consolidation Act, 1845,” “The Lands Clauses Consolidation Acts Amendment Act, 1860,” “The Railways Clauses Consolidation Act, 1845,” and Part I. (“Construction of a Railway”) of “The Railways Clauses Act, 1863,” are omitted to be incorporated with this Bill.

Section 8. After “subject to the provisions of this Act,” should be added, “and of the Acts wholly or partially incorporated herewith.”

Sections 13 and 14. With respect to these several departures from the requirements of “The Railways Clauses Consolidation Act, 1845,” see observations on
3—CCXV. “Dimensions

“Dimensions of Bridges” in the General Report of the Board of Trade on Railway, &c. Bills, of this Session, page 25.

Section 36. See observations on “Running Powers” in the above-mentioned General Report, page 24.

Section 51. With respect to the “*six* mile” distance mentioned in this clause, it is to be observed that the “short distance” specified in this Company’s Act of 1863, is *three* miles only.

Section 52. With respect to the proposed power to create preferential capital for new purposes, it is to be observed that the Company have not opened their original line.

Section 60. No ground is apparent in the Bill for the exemption proposed in this clause from the general enactment that borrowing powers shall be reduced in respect of purchases made in consideration of rentcharges.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bristol and North Somerset Railway (Bristol and Bath Lines) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCXV.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Burton-upon-Trent and Nottingham Railway Bill.

THE objects of this Bill are to incorporate “The Burton and Nottingham Railway Company,” with a capital of 600,000 *l.* in 10 *l.* shares, and 200,000 *l.* by loan, and to empower them :

To make the several Railways described in Section 16 of the Bill of an aggregate length of 29 miles 60 chains, comprising :

A main line, No. 1, length 26 miles 54 chains, from a junction with a line of the Midland Railway, at Burton-upon-Trent, passing at the south of the River Trent, by Repton, Castle Donington, and Ratcliff, to a point near Nottingham, and thence across that river, to a junction with the Nottingham and Grantham Line of the Great Northern Railway at Sneinton, near Nottingham, and having junctions with the London and North-Western Railway at Horninglow, near Burton-upon-Trent, and with the Midland Railway, at Sneinton, and a branch, length 2 miles 14 chains, from No. 1, at Repton, to the North Staffordshire Railway, near Willington Junction :

To enter into agreements, for the construction, maintenance, and working of those Railways, with the London and North-Western, the Midland, the North Staffordshire, and the Great Northern Railway Companies :

To have facilities, by through booking and otherwise, from those four Companies :

To run over and use the portions of the London and North-Western, the Midland and the North Staffordshire Railways, within the parish of Burton-upon-Trent, and the portions of the Great Northern and the Midland Railways, between the intended junctions and their respective stations at Nottingham, including those stations.

Section 22. With respect to these several departures from the requirements of “The Railways Clauses Consolidation Act, 1845,” *see* the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25. Observations.

Section 35. With regard to the proposed power to contract with respect to the *construction* of the intended Railways, it is to be observed that it is the practice of Parliament to leave the execution of the works to the Company who obtain powers to take lands and raise money for that purpose.

Section 36. *See* observations on “Running Powers” in the above-mentioned General Report, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Burton-upon-Trent and Nottingham Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Cheshire Lines Bill.

THE objects of this Bill are to enable the Midland Railway Company—

Objects.

To contract with the Great Northern and the Manchester, Sheffield, and Lincolnshire Railway Companies, for the admission of the Midland Railway Company to a joint interest in the Stockport and Woodley Junction, the Stockport, Timperley, and Altrincham Junction, the Cheshire Midland, the West Cheshire, and the Garston and Liverpool Railways; and a share in the liability in respect of those five undertakings, and of the guarantee of dividend or interest to the shareholders in the four first-mentioned undertakings :

To take shares in the Liverpool Central Station Railway :

To raise, by the creation of new shares and by borrowing, the sums to be payable by the Midland Railway Company for the above-mentioned purposes.

This Bill does not appear to be in accordance with the practice of Parliament in the following particulars, viz. : Observations.

It does not limit to one-third, or to any other definite amount, the share which the Midland Railway Company may acquire or assume in property or liabilities with respect to the five several undertakings mentioned in Section 1.

It does not limit the amount for which the Midland Railway Company may subscribe in the capital of the Liverpool Central Station Railway (Section 2) ; or the amounts of the additional share and loan capitals which they may create (Section 3).

It does not subject the power to issue any new share to the condition of previous payment of one-fifth of the amount of such share.

It authorises the raising of money by borrowing, for the purpose of a subscription to other undertakings.

It does not limit the amount to be borrowed to one-fourth of the whole additional sum which may be raised ; or subject the exercise of the borrowing power to the condition of previous issue of the whole of the new share capital, and payment of one-fifth of the amount of every share.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Cheshire Lines Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Croesor and Portmadoc Railway Bill.

THE objects of this Bill are to incorporate “ The Croesor and Portmadoc Railway Company,” with a capital of 25,000 *l.*, in 50 *l.* shares, and 8,330 *l.* by loan, and to empower them—

To maintain the Railway, length 4 miles 3 chains, on a two-feet gauge, from Carrig Hyldrem, near Llanfrothen, to Portmadoc, constructed by Hugh Beaver Roberts, Esquire, and intended to be vested in the Company by this Bill:

To take lands for the improvement of that Railway, and to adapt it to passenger as well as other traffic:

To make an Extension Railway, length 1 mile 19 chains, also on a two-feet gauge, from the termination of the former line at Portmadoc, to Borth-y-Gest:

To increase the gauge of the Railways from two feet to three feet, with the approval of the Board of Trade.

It appears to be a question whether Parliament has hitherto sanctioned the conveyance of passengers on Railways on a gauge so narrow as those which are the subject of this Bill, viz., two feet, without imposing some restriction as to the rate of speed at which passengers shall be conveyed. Observations.

In the case of the Corris Railway, near Machynlleth, authorised in 1858 to be constructed on a gauge of 2 feet 3 inches, the use of steam power and the conveyance of passengers were prohibited. An Act of 1864 removed the former prohibition, but restricted the rate of speed to ten miles an hour, and it continued the prohibition against the conveyance of passengers.

The two last mentioned restrictions, however, it is proposed to remove by the *Aberystwith and Welsh Coast Railway (No. 1) Bill* of this Session.

Section 27, after “ subject to the provisions of this Act,” should be added “ and of the Acts and Parts of Acts incorporated herewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instance, viz. :—

The limits of deviation of the proposed Railway extend to the fore-shore at Borth-y-Gest, on the North-west side of the Traeth Bach.

Such interference renders necessary the incorporation in the Bill of “ The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“ Protection to Navigation ”), of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Croesor and Portmadoc Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

‘THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.’

Crystal Palace New Railways Bill.

THE objects of this Bill are, to incorporate “The Crystal Palace New Railways Company,” with a capital of 400,000*l.* in 10*l.* shares, and 133,300*l.* by loan, and to empower them— Objects.

To make the following Railways, viz.:

(No. 1), length 4 miles 24 chains, from the Crystal Palace and South London Railway at the south end of the Crystal Palace to High Street, Croydon:

(No. 2), length 1 mile 5 chains, from the termination of No. 1 to the Mid-Kent Addiscombe Railway near Addiscombe:

(No. 3), length 74 chains, from the London, Chatham, and Dover Railway near the Penge Station to the Mid-Kent Addiscombe Railway near the Elmer’s End Station:

To enter into working and traffic arrangements with the London, Chatham, and Dover, the London, Brighton, and South Coast, and the South Eastern Railway Companies, or any of them.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Crystal Palace New Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

East Somerset Extension Railways Bill.

THE objects of this Bill are to incorporate “The East Somerset Extension Railways Company,” with a capital of 150,000 *l.* in 10 *l.* shares, and 50,000 *l.* by loan; and to empower them—

To make the following Railways:—

(No. 1.) Length 5 miles, from a junction with the East Somerset Railway at Doultling, near Shepton Mallett, to Leigh-upon-Mendip:

(No. 2.) Length 2 miles 77 chains, from (No. 1) at Leigh-upon-Mendip to a double junction with the Radstock Branch of the Great Western Railway at Kilmersdon and Mells:

(No. 3.) Length 5 miles 6 chains, from (No. 1) at Leigh-upon-Mendip to a point in the parish of Binegar, near Old Down Inn:

To enter into working and traffic arrangements with the Great Western Railway Company.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*East Somerset Extension Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Evesham and Redditch Railway Bill.

THE objects of this Bill are to enable the Evesham and Redditch Railway Company—

To raise additional sums of 80,000 *l.* by shares, and 26,600 *l.* by loan :

To create “ Preferred ” 6 per cent. and “ Deferred ” half shares in the Company’s existing and new capitals :

To make the following Railways, viz. :—

(No. 1), length 7 miles 34 chains, from a Junction with the Company’s authorised line at Salford Priors to a Junction with the authorised line of the East and West Junction Railway at Old Stratford ;

(No. 2), length 31 chains, to form a second Junction between No. 1 and the authorised line at Salford Priors ;

(No. 3), length 17 chains, to connect No. 1 with the Stratford and Honeybourne Branch of the Great Western Railway, at Old Stratford :

To run over the portion of the Stratford and Honeybourne Branch of the Great Western Railway, between the intended junction and Stratford-on-Avon Station, and to use that Station :

To have traffic facilities, by through booking and otherwise, on the East and West Junction, and the Great Western Railways :

To enter into working and traffic arrangements with the East and West Junction, and the Midland Railway Companies.

Section 6. With respect to the proposed power to create preferential capital for the new Railways, it is to be observed that the Company have not opened their original line. Observations.

Section 29. See observations on “ Running Powers ” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Evesham and Redditch Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Fishguard Bay Railway and Harbour Bill.*

2. *Forcett Railway Bill.*

1. *Fishguard Bay Railway and Harbour Bill.*

THE objects of this Bill are to incorporate “ Fishguard Railway and Harbour Company,” with a capital of 250,000 *l.* in 10 *l.* shares, and 83,000 *l.* by loans, and to empower them—

To make a Railway, length 15 miles 15 chains, from a junction with the South Wales line of the Great Western Railway, near the Clarboston-road Station, to the western shore of Fishguard Bay, near the Goodwick Pier :

To construct a Harbour in that Bay between Goodwick Pier and the termination of the Railway :

To run over the portion of the Great Western Railway between the intended junction and the Clarboston-road Station, and to use that Station :

To interchange traffic facilities, by through booking and otherwise, and to enter into working and traffic arrangements with the Great Western Railway Company.

Section 2. *See* below, under Sections 33, 34.

Observations.

Section 23. It would be more accurate, and it seems desirable, to add after “ incorporated Acts,” in the second line, the words “ and parts of Acts.”

Section 26. *See* observations on “ Running Powers,” in the General Report of the Board of Trade on Railway, &c. Bills, of this Session, page 24.

Section 32. It is to be observed that this clause is rendered unnecessary by Section 12 of “ The Harbours, Docks and Piers Clauses Act, 1847,” incorporated with this Bill, and might be properly omitted.

Sections 33 and 34 might also be usefully omitted if, as would be the preferable course, the provisions of Part I. of “ The Railways Clauses Act, 1863,” (which contains provisions relating to “ Protection to Navigation ”) be made applicable to the intended Harbours, by stating, in Section 2 of this Bill, that in construing Sections 13 to 19, both inclusive, of “ The Railways Clauses Act, 1863,” for the purposes of this Bill, the words “ Railway ” and “ Works ” shall include the Harbour, and all works connected therewith, authorised by this Bill.

Section 61. It is usual, and also desirable, in the reservation of general Acts, to add after “ goods carried in ships ” the words “ or to lights, buoys, and beacons, or to the rights, privileges, and jurisdiction of the General Lighthouse Authorities.”

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz :

The Railway skirts the Western shore of Fishguard Bay beyond the Goodwick Sands :

The construction of a Harbour with two Piers, between Goodwick Pier and Pen Cow.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate all of these enactments.

But see above under Sections 33 and 34.

2. Forcett Railway Bill.

Objects.

THE objects of this Bill are to incorporate "The Forcett Railway Company," with a capital of 30,000 *l.* in 20 *l.* shares, and 10,000 *l.* by loan, and to empower them—

To make a Railway, length 5 miles, from a junction with the Darlington and Barnard Castle Branch of the North-Eastern Railway, at Gainford, to Forcett, in the North Riding of Yorkshire :

To enter into working and traffic arrangements, and to interchange traffic facilities, by through booking and otherwise, with the North-Eastern Railway Company :

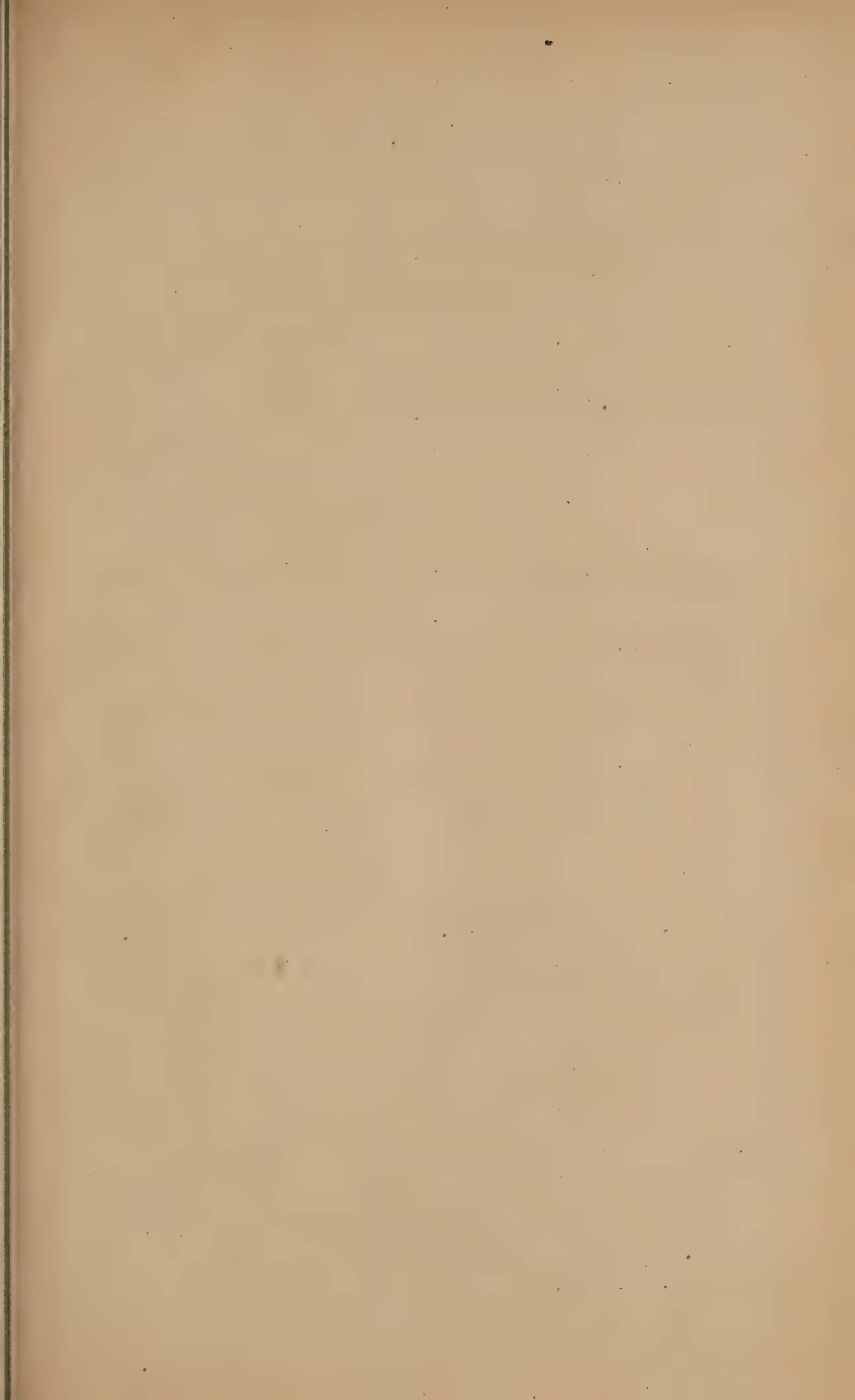
To enter into arrangements with that Company with respect to the construction and use of a joint station at the junction with their line.

Observations.

Section 30. The quantity of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Board of Trade,
March 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[1. *Fishguard Bay Railway and Harbour Bill.*]

[2. *Forecott Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCXXII.

Under 1 c2.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

King's Lynn Docks and Railway.

THE objects of this Bill are to incorporate “The King's Lynn Docks and Railway Company,” with a capital of 66,000 *l.* by shares and 22,000 *l.* by loan, and to empower them—

To make Docks at King's Lynn, and to deepen and widen the part of the Harbour adjoining the Docks :

To divert the course of Gaywood River and of Fisher's Fleet :

To make a Railway at King's Lynn, length 44 chains, from the terminus of the Great Eastern Railway Harbour Branch to Fisher's Fleet.

The Bill authorises subscriptions to the new undertaking of 20,000 *l.* by the Corporation of King's Lynn (which may be raised by mortgage of the Borough Fund), and of 10,000 *l.* by the Harbour Mooring Commissioners, with power to that body to raise the requisite sums by additional rates under the King's Lynn Harbour Acts of 1773 and 1841 ; also subscriptions of 15,000 *l.* by each of the Lynn and Sutton Bridge, and the Peterborough, Wisbeach and Sutton Railway Companies, who are to be empowered to raise those sums by new shares.

Section 29. The issuing of any new share is not made dependent on the usual condition of previous payment of one-fifth of its amount. Observations.

Section 30. It would be more accurate, and it seems desirable, to insert after “the incorporated Acts,” in the second line, the words “and Parts of Acts.”

Sections 33—35. These three clauses might be properly omitted, being rendered unnecessary by corresponding provisions in the Acts and Parts of Acts incorporated with this Bill.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

Docks at King's Lynn, communicating with the New Cut and Eau Brink.

It is also proposed to dredge, deepen, and otherwise improve the Harbour of King's Lynn ; to lay down moorings and posts in the River Ouse ; and to divert the course of the Gaywood River and Fisher Fleet.

The Railway skirts the Eau Brink Cut for a portion of its length.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” of “The Harbours, Docks, and Piers Clauses Act, 1847,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate all of these enactments.

See above, under Section 30.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*King's Lynn Docks and Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Melmet Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Sevenoaks, Maidstone, and Tunbridge Railway Bill.

THE object of this Bill is to extend, till 1867, the time for the compulsory purchase of lands for the part of the Undertaking of the Sevenoaks, Maidstone, and Tunbridge Railway Company, between their original line and Maidstone, authorised in 1862. Object.

No observation by the Board of Trade is necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Sevenoaks, Maidstone, and Tunbridge,
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

South Hams (Devon) Railway Bill.

THE objects of this Bill are to incorporate “The South Hams (Devon) Railway Company,” with a capital of 550,000 *l.*, in 10 *l.* shares, and 183,300 *l.* by loan, and to empower them—

To make a Railway, length 32 miles 22 chains, from the Dartmouth and Torbay Railway at Greenway, passing by Slapton, Chillington, Kingsbridge, and Modbury, to the South Devon Railway at Plympton:

To enter into working and traffic arrangements with the South Devon, the Dartmouth and Torbay, and the Torbay and Brixham Railway Companies, or any of them.

Section 15. The Bill leaves undefined the amount of “Class B Preferred Shares” which may be created, and does not limit the preferential dividend which may be assigned to those shares. The proposed power to divide the capital into two classes of shares of undefined amounts does not appear to accord with the practice of Parliament, which authorises the division of shares into “Preferred” and “Deferred” *half shares*, with the condition that the first moneys paid in respect of the two half shares shall be credited to the deferred half share until it is paid up in full. Observations.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*South Hams (Devon) Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this SESSION.”

Tees Valley Railway Bill.

THE objects of this Bill are to incorporate “The Tees Valley Railway Company,” with a capital of 50,000*l.*, in 25 *l.* shares, and 16,600 *l.* by loan, and to empower them,— Objects.

To make a Railway, length 7 miles 1 chain, from the South Durham and Lancashire Union line of the North-Eastern Railway at Cotherstone, by Ronaldkirk and Mickleton, to Middleton-in-Teesdale :

To enter into working and traffic arrangements with the North-Eastern Railway Company.

The Bill authorises the North-Eastern Railway Company to subscribe 25,000 *l.* out of their authorised funds.

Section 34. The quantity of luggage usually allowed to first-class passengers Observations.
is 120 lbs., not 112 lbs. only.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Tees Valley Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Watchet and Minehead Railway Bill.

THE objects of this Bill are to incorporate “The Watchet and Minehead Railway Company,” with a capital of 70,000 *l.*, in 10*l.* shares, and 23,300 *l.* by loan, and to empower them— Objects.

To make a Railway, length 8 miles 56 chains, from the West Somerset Railway near Watchet, by Cleeve Abbey and Carhampton to the Harbour at Minehead :

To enter into arrangements with the West Somerset Mineral, the Bristol and Exeter, and the West Somerset Railway Companies, or any of them, with respect to the construction, working, and traffic of the intended Railway.

Section 15. The exercise of the borrowing power is not made subject to the usual condition of previous payment of one-fifth of the amount of every share. Observations.

Section 22. If the level crossings mentioned in this clause are intended to be subject to the provisions of “The Railways Clauses Consolidation Act, 1845,” and of Part 1 of “The Railways Clauses Act, 1863,” it would be proper to refer to, and reserve the operation of those provisions expressly in this clause.

If it is intended that all the provisions of those Acts relating to level crossings shall not apply to the proposed level crossings, it may deserve consideration whether, at least, the shunting and standing of trains at those level crossings should not be prohibited by the Bill.

Section 29. The power to make an extra charge for loading, covering, and unloading is not restricted, as is usual, to those services when performed at a “terminal station.”

Section 32. An extra charge for the conveyance of small parcels by “express trains” is not usually allowed.

Section 34. With regard to the proposed power to contract with respect to the construction of the intended Railway, it is to be observed that it is the practice of Parliament to leave the execution of the works to the Company, who are authorised to take lands and raise funds for the purpose.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :— Tidal Waters.

The Railway is to be carried below high water-mark in Minehead Harbour.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Witchet and Minehead Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Blackpool and Layton-with-Warbrick Improvement Bill.

By this Bill it is proposed to authorise the Local Board of Health for the District of the Township of Layton-with-Warbrick, in Lancashire (which comprises the town of Blackpool), to execute various works described in Section 11 of the Bill, of which some involve Objects.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this Bill in the following Tidal waters. instances, viz. :—

The construction of sea-walls and embankments below high-water mark, in front of the town of Blackpool, for the purpose of forming a carriage-drive and a promenade.

In Section 11 power is sought to deviate laterally, in the execution of the works, from the lines thereof shown on the deposited Plans, to any extent within the limits of deviation shown thereon.

Such interference renders necessary the incorporation in the Bill of Sections 12 and 13 of “The Harbours, Docks, and Piers Clauses Act, 1847” (which provide that works in tidal waters shall not be constructed, or afterwards altered, without the consent of the Office of Woods, and of the Board of Trade, and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Acts, 1863.” And the Bill should state that in construing those enactments the words “Harbour, Dock, and Pier,” “Work” and “Railway” shall be taken to mean the sea-walls and works in tidal waters authorised by this Bill, and the expression “the Company” shall mean the “Local Board.”

The Bill does not propose to incorporate any of those enactments.

My Lords have further to observe that though, as at present advised, they see no objection to the line of the proposed sea-walls shown in the deposited Plans, there might be grave objections to any deviation from that line seaward; and the above-mentioned power to deviate laterally, contained in Section 11 of this Bill, should be qualified by prefixing to that clause, before the words “The Local Board may,” the words “Subject to the provisions of the Acts or Parts of Acts incorporated with this Bill.”

By such qualification, and by the addition of words explanatory of the enactments to be incorporated as above mentioned, there would be reserved to the Board of Trade the usual control over seaward deviation of works in tidal waters, which is provided with respect to Railway works in Section 17 of “The Railways Clauses Act, 1863.”

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Blackpool and Layton-with-Warbrick
Improvement Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bude Canal and Launceston Junction Railway Bill.

THE objects of this Bill are to incorporate “The Bude Canal and Launceston Junction Railway Company,” with a capital of 20,000*l.* in 10*l.* shares, and 6,600*l.* by loan, and to empower them—

To make a Railway, length 2 miles 65 chains, on the broad, the narrow, or the mixed gauge, in the parish of Lawhitton, from the termination of a canal of the Bude Harbour and Canal Company, to a junction with the Launceston and South Devon Railway, near Launceston :

To have traffic facilities, by through booking and otherwise, from the Launceston and South Devon, the Launceston, Bodmin, and Wadebridge Junction, and the Okehampton Railway Companies :

To enter into working and traffic arrangements with those three Companies, or any of them.

Sections 18, 21, and 23. It would be more accurate, and it seems desirable, after “Subject to the provisions of this Act,” to add “and of the Acts wholly or partially incorporated herewith.” Observation.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bude Canal and Launceston Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Burnham Tidal Harbour Bill.

The objects of this Bill are to change the name of the “Burnham Tidal Harbour Company” (incorporated in 1860) to the “Highbridge Dock Company,” and to authorise that Company— Objects.

To raise further sums of 225,000 *l.* by shares and 75,000 *l.* by loan :

To make Docks at Highbridge Harbour, in the parish of Burnham, in the county of Somerset :

To embank and reclaim lands adjoining the rivers Brue and Parrett :

To divert a part of the river Brue, to deepen parts of that river and of the river Parrett, and to divert water from those rivers into the intended Works :

To exercise till 1870 the Company’s powers for completion of the Works (except Railway sidings) authorised by their Act of 1860 :

To abandon the construction of those Railway sidings :

To sell to the Somerset and Dorset Railway Company any steam and other vessels now belonging to the Company :

To enter into working and traffic arrangements with the Somerset and Dorset Railway Company.

Section 2. Having regard to the intended works in tidal waters, it will be proper that there should be made applicable to those Works provisions with respect to lights, to abatement of works abandoned or suffered to fall into decay, and to local survey, such as are contained in Sections 13, 18, and 19 of “The Railways Clauses Act, 1863.” Observations.

Sections 16 and 19. It is usual, and it seems desirable, to insert in these clauses, after “subject to the provisions of this Act,” the words “and of the Acts incorporated herewith.”

Section 25. The Bill does not show what use it is proposed that the Somerset and Dorset Company may make of the “steam and other vessels” which they may acquire under this clause. The practice of Parliament would seem to require that the intended operations of the Railway Company with such vessels should be defined in the Bill, and should be subject to the provisions in Part IV. (relating to Steamboats) of “The Railways Clauses Act, 1863.”

Section 27. The Bill does not contain the usual provision that the Company shall make compensation for injury to be sustained by parties to whom notices have been given, or with whom contracts have been entered into for the purposes of the sidings authorised to be abandoned.

Section 29. The Bill does not state any ground for the proposed abandonment of the construction of the sidings authorised in 1860, or for the release of the security then provided by Parliament for their completion.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

To construct Docks at or near Highbridge Harbour :

To alter the course of the channel of the River Brue :

To construct an embankment, from the north or Burnham side of the River Brue to a point in the present river-wall facing the River Parrett; and to reclaim the lands so enclosed :

To divert the waters of the Rivers Brue and Parrett into the Docks and altered channel : and,

To dredge, scour, and deepen the shore of the River Brue and part of the shore of the River Parrett.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of provisions such as are contained in Sections 13, 18, and 19, in Part I. ("Protection to Navigation") of "The Railways Clauses Act, 1863."

The Bill proposes only to incorporate the first of these enactments.

See above, under Sections 2 and 19.

If the proposed diversion of the River Brue and other works cause a diminution of the quantity of tidal water, as is to be expected from the Plans of this scheme, the channel would be injuriously affected. It is for the consideration of the Committee whether a clause should not be added, to the effect that no work cutting off tidal water shall be proceeded with until such Plans and Sections of the work as the Board of Trade may require shall have been submitted to and approved by that Board; and that the Company shall provide and maintain, by dredging or otherwise, a quantity of tidal water, in lieu of that which they may cut off, in such way, and to such extent, as the Board of Trade may require.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Buryham Tidal Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCXXX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Denbigh, Ruthin, and Corwen Railway Bill.

THE objects of this Bill are, to enable the Denbigh, Ruthin, and Corwen Rail- Objects.
way Company—

To raise additional sums of 30,000 *l.* by shares, and 10,000 *l.* by loan :

To make a Railway, length 50 chains from their authorised line to a point
near the authorised Corwen and Bala Railway at Corwen :

To require an interchange of traffic facilities with the Vale of Clwyd Railway
Company :

To run over the Vale of Clwyd Railway, and the part of the Chester and
Holyhead line of the London and North Western Railway, between its junction
with the Vale of Clwyd Railway and its Rhyl Station, and to use that Station.

Section 26. Reference may be made to the observations on “Running Powers” Observations.
in the General Report of the Board of Trade on the Railway, &c. Bills of this
Session, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Denbigh, Ruthin, and Corwen Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Fareham and Netley Railway Bill.

THE objects of this Bill are, to incorporate the Fareham and Netley Railway Company, with a capital of 105,000*l.* in 10*l.* shares, and 35,000*l.* by loan, and to empower them—

To make Railways:—

(No. 1), length 7 miles 19 chains, from the authorised Southampton and Netley Railway at Netley, to a Junction with the Gosport Branch of the London and South Western Railway at the Fareham Station; and two Junction Railways, (No. 2), length 29 chains; and (No. 3), length 24 chains, to connect No. 1 with the Portsmouth Branch and with the Gosport Branch respectively, of the London and South Western Railway:

To enter into traffic arrangements with the London and South Western Railway Company.

Section 19. It would be more accurate, and it seems desirable, to add after Observations. “the incorporated Acts” in the second line, the words “and Parts of Acts.”

Section 23. With respect to these several departures from the requirements of the 49th Section of “The Railways Clauses Consolidation Act, 1845,” (viz. a width of 25 feet), *see* observations on “Dimensions of Bridges” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instance, viz.:—

Railway No 1 crosses the River Hamble by a viaduct of 17 arches, each of 30 feet span, and of an average height of 36 feet.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

See above, under Section 19.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Fareham and Netley Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Fergus River Navigation and Embankment Bill.

THE objects of this Bill are to enable “The River Fergus Navigation and Embankment Company” incorporated in 1860—

To exercise till 1872 the powers of taking lands and executing works, given by this Company’s Act of 1860, and thereby limited to expire respectively, in 1864 and 1867 :

To postpone till 1 January 1858 the payment of a sum of 20,000 *l.* for compensation to the Crown, the Marquis Conyngham, and the Lord Leonfield, by the Act of 1860 made payable in 1864 :

To take additional lands, and to execute additional works for diverting a part of the River Fergus, and embanking and reclaiming slobbs on the eastern side of that river ; such lands to become the property of the Company.

Section 8 and 9. These clauses relating to “Extension of Time” are rendered unnecessary by the incorporation in Section 3 of this Bill of Part II. of “The Railways Clauses Act, 1863,” and might be usefully omitted. Observations.

Interference with Tidal Waters.

In addition to extension of the time for the exercise of this Company’s powers under their Act of 1860, new interferences with tidal waters are proposed by this scheme in the following instances, viz. :— Tidal Waters.

The closing up and draining of the River Fergus, so far as is necessary for the purposes of this Bill :

Three new embankments, described in Section 16 of this Bill.

The Bill incorporates Part I., relating to the construction of a Railway (comprising the provisions for “Protection to Navigation” of “The Railways Clauses Act, 1863” ; and also contains further clauses relating to tidal waters, similar to those contained in this Company’s Act of 1860. These provisions appear satisfactory.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Fergus River Navigation and Embankment Bill.*]

—
FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

—
Ordered, by The House of Commons, to be Printed,
7 February 1865.
—

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Furness and Yorkshire Union Railway Bill.

THE objects of this Bill are to incorporate “The Furness and Yorkshire Union Railway Company,” with a capital of 150,000 *l.* by shares and 50,000 *l.* by loan, and to empower them— Objects.

To make the following Railways, viz. :—

(No. 1.), length 4 miles 45 chains, from a Junction with the Furness Railway, near the Arnside Station, to a Junction with the Lancaster and Carlisle Railway, near Milnthorpe Station :

(No. 2.), length 9 miles 50 chains, from a Junction with the Lancaster and Carlisle Railway at Milnthorpe Station to a Junction with the Lancaster, Carlisle and Ingleton Line, at the Barbon Station :

(No. 3.), length 30 chains, in the parish of Heversham, to connect Railways (No. 1.) and (No. 2.), near Milnthorpe :

To interchange traffic facilities, and to enter into working and traffic arrangements with the London and North Western and the Furness Railway Companies :

To run over the portion of the Lancaster, Carlisle, and Ingleton Line of the London and North Western Railway between Barbon and Sedbergh, and to use the Sedbergh and the intermediate stations of that Line.

Section 2. It would be proper to insert “expressly” before “varied” in the first line of page 5. Observations.

Section 23. After “Subject to the provisions of this Act,” should be added, “and of the Acts wholly or partially incorporated herewith,” as in Section 21.

Section 40. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 24.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

Railway No. 1 passes along the bed of the River Kent for about half a mile from its commencement, and again between the Ship Inn and Dixie’s Inn.

It crosses the River Betha near its junction with the River Kent.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of sections 13 to 19, both inclusive (“Protection to Navigation”) of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above, under sections 2 and 23.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Furness and Yorkshire Union Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Furness Railway Bill.

THE objects of this Bill are to enable the Furness Railway Company—Objects.
To raise further sums of 300,000 *l.* by shares, and 100,000 *l.* by loan :

To make the following Railways, viz. :—

No. 1, length 6 miles 23 chains, from a junction with the Company's Hawcoat Branch at Ormsgill Nook, on the Walney Channel, passing across the Duddon Sands, to a junction with the Whitehaven and Furness Junction Railway at the south of Holborn Hill Station :

No. 2, length 1 mile 74 chains, from No. 1, at Sandscale Warren to the Furness Railway, near Dalton, in Furness :

No. 3, length 1 mile 23 chains, in the parish of Dalton, from No. 2 to the sea shore at Scarth Channel.

Section 17. After “subject to the provisions of this Act,” should be added Observations.
“and of the Acts wholly or partially incorporated herewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances, viz. :—

Railway No. 1 crosses part of Scarth Bight on the eastern side of the Duddon Estuary, at Sandscale. It is carried across the Duddon Estuary from Sandscale Warren to Hodbarrow Point, by a viaduct 2,618 yards long, with an opening bridge of 36 feet span. The deposited Section gives no information as to the proposed position of the opening span or the width or height of the other spans of the viaduct.

Railway No. 3 skirts the northern side of Scarth Bight, and terminates below high-water mark at Scarth Hole, opposite the north end of Walney Island.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. See above, under Section 17.

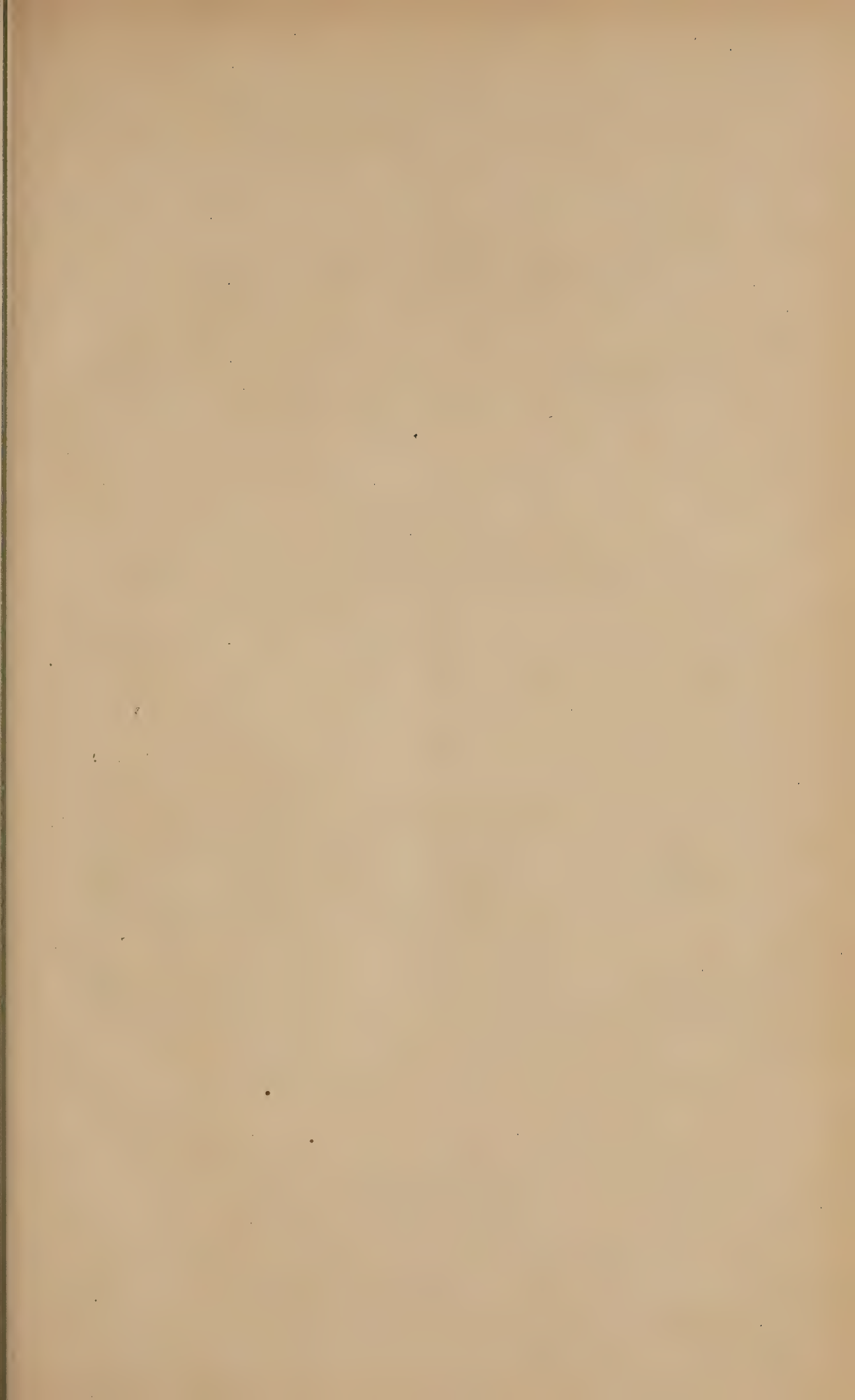
This Bill, and also the *Whitehaven and Furness Junction Railway* Bill, propose the carrying new Railways across the Duddon Estuary, at points considerably below the place at which the Duddon River is now crossed by the Whitehaven and Furness Junction Railway, below Broughton.

The new *Furness* line is to cross the estuary *between* Borthwick Harbour and the sea upon a viaduct 2,618 yards long.

My Lords' attention has been called to the fact that a work such as that which is proposed in the *Furness Railway* Bill if placed, as is intended, *between* Borthwick Harbour and the sea, even though it be constructed with opening spans more numerous and wider than that of 36 feet mentioned in the deposited Section, must cause a very serious obstruction to the access of vessels to that Harbour, the trade of which is represented to be already of considerable magnitude and likely to increase. *The Whitehaven and Furness* line, upon which a separate Report is made, is not open to this serious objection.

Board of Trade,
March 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*Furness Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE, on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons to be Printed,
7 February 1865.*

3—CCXXXV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Garth Quarry Railways.

THE objects of this Bill, as limited by Resolution of the House of Lords, are Objects.
to incorporate “The Garth Quarry Railway Company,” with a capital of 50,000*l.*
in 10*l.* shares, and 16,000*l.* by loan, and to empower them—

To make a mineral Railway, length 56 chains, from the Garth Quarries, near
Gwernydd Farm, to the Tramways of the Shropshire Union Railways and Canal
Company, near Scotch Hall Bridge, in the parish of Llangollen :

To acquire by agreement the Plas Madoc Branch Railway constructed by the
New British Iron Company.

Section 29. This Bill does not contain, as is usual, a definition of “terminal Observations.
station.”

Section 31. It may deserve consideration whether, if the Plas Madoc Branch
Railway be acquired by the new Company, the Bill should not fix tolls and
maximum rates of charge for that Railway, and whether that Railway should not
become subject to the provisions of “The Railways Clauses Consolidation Act,
1845,” with respect to the carrying of goods on the Railway, and the tolls to be
taken therein, which include the 92d Section of that Act, entitling all persons to
use the Railway on payment of the tolls.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Garth Quarry Railways.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Glasgow (City) Suburban and Harbour Railway Bill.

THE objects of this Bill are to incorporate “The Glasgow (City) Suburban and Harbour Railway Company,” with a capital of 500,000*l.*, in 10*l.* shares, and 166,600*l.* by loan, and to empower them—

To make the following railways, viz. :—

(No. 1.) Length 2 miles 53 chains, from the authorised line of the City of Glasgow Union Railway at Gallowgate Street, passing through Glasgow principally in tunnel under and along George Street, George Street West, and Sandyford Street, to Bridge Street, Partick :

(No. 2.) Length 28 chains, from (No. 1) at Bridge Street, Partick, to a line authorised by the Edinburgh and Glasgow Railway Act, 1864 :

(No. 3.) Length 46 chains, from (No. 1) at Elderslie Street, to the same authorised line at the west of Stobcross House :

To enter into arrangements with the Caledonian, the Glasgow and South Western, the Edinburgh and Glasgow, the Scottish Central, the North British, the Monkland and the City of Glasgow Union Railway Companies, with respect to the construction, working, and traffic of the intended Railways ; and to have traffic facilities from those Companies by through booking and carriages.

Section 39. With regard to the proposed power to contract with other Companies with respect to the *construction* of the new Railways, it is to be observed that it is the practice of Parliament to leave the execution of the works to the Company, who obtain powers to take lands and raise money for that purpose. Observations.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow (City) Suburban and Harbour
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade;
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Glasgow (City) Union Railway Bill.

THE objects of this Bill are to enable the City of Glasgow Union Railway Company—

To raise further sums of 150,000 *l.* by shares, and 50,000 *l.* by loan; and to create 5 per cent. debenture stock:

To make the several deviations and new lines of Railway described in Section 18 of the Bill of the aggregate length of 2 miles 42 chains, of which a part are intended to complete a continuous communication between the Company's Railway, No. 1, and the Glasgow and Paisley Joint Railway, and the General Terminus and Harbour Railway, and to be in substitution for parts of the Company's lines authorised by their Act of 1864, but as to which their powers have been suspended by that Act:

To make deviations of the Glasgow, Paisley, and Ardrossan, and the Monkland Canals, in lieu of the deviations authorised in 1864:

To run over the General Terminus and Glasgow Harbour Railway, and to use its stations:

To enter into agreements with the Caledonian and the Scottish Central Railway Companies for the use by them of the stations of the City of Glasgow Union Railway.

The Bill partially confirms an agreement of May 1864 (in the Schedule) between the Glasgow and South Western, and the Edinburgh and Glasgow Railway Companies, and the then Promoters of the City of Glasgow Union Railway Company, with respect to the use and traffic of the Union Railway, and giving to the Edinburgh and Glasgow Railway Company a right to purchase one-half of the Glasgow College ground for the erection of a station.

Section 8. As the Company have not completed their original Railways, it may be a question whether the proposed power to issue new shares “on such terms and conditions” as a meeting may determine should not be restricted so as to preclude expressly the creation of preferential capital for any new purposes to be authorised by this Bill. Observations.

Section 47. See Observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters instance, viz. :—

Railway No. 1 skirts the quays on the northern side of the River Clyde, between the South Prison and the termination of that Railway.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Glasgow (City) Union Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—CCXXXVIII.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Gravesend Railway and Landing Stage Bill.

THE objects of this Bill are to incorporate the Gravesend Railway and Pier Company, with a capital of 150,000 *l.* in 10 *l.* shares, and 50,000 *l.* by loan, and to empower them—

To make a Railway, length 1 mile 32 chains, from a Junction with the North Kent Line of the South Eastern Railway at Denton, near and to the east of Gravesend, to the South Bank of the Thames, near Shorne Battery, and a Pier or Landing Stage in the River :

To enter into working and traffic arrangements with the South Eastern Railway Company.

Section 23. It would be more accurate, and it seems desirable, to add after Observations. “incorporated Acts” the words “and Parts of Acts.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instance, viz. :—

A Pier or Landing Stage in the River Thames:

The Railway is to be connected with the Pier in the River.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” of “The Harbours, Docks, and Piers Clauses Act, 1847,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”) of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate all of these enactments.

See above under Section 23.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Gravesend Railway and Landing Stage Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Greenock Railway Bill.

THE objects of this Bill are, to incorporate “The Greenock Railway Company” with a capital of 300,000*l.* in 10*l.* shares, and 100,000*l.* by loan, and to empower them— Objects.

To make Railways:

(No. 1), length 15 miles 11 chains, from Clyde Crescent, in Greenock, to a junction with the Glasgow and South Western Railway at Garthland Bridge, in the parish of Lochwinnoch;

(No. 2), length 16 chains, from No. 1 to Patrick Street, in Greenock; and,

(No. 3), length 5 chains, to connect No. 1 with the Bridge of Weir Railway near the Bridge of Weir Station:

To enter into working and traffic arrangements with the Glasgow and South Western Railway Company.

The Bill authorises the Glasgow and South Western Railway Company to subscribe 150,000 *l.*, and to raise that amount by shares, and to contribute any further sums out of their corporate funds, as may be agreed upon.

Sections 2 and 18. It would seem to be proper that the Bill should state more definitely the intended application of certain provisions of “The Companies Clauses Acts, 1845 and 1863,” to the additional capital to be created by the Glasgow and South Western Railway Company. Observations.

Section 22. The proposed *indefinite* power to the Glasgow and South Western Railway Company to contribute sums of money in addition to a subscription of 150,000*l.*, does not appear to be in accordance with the practice of Parliament.

Section 23. The exercise of this borrowing power is not made subject to the usual condition of previous payment of one-fifth of the amount of every share.

Section 32. If the powers of deviation to be given by this clause will not exceed those that the Company would have under “The Railways Clauses Consolidation (Scotland) Act, 1845,” the clause is unnecessary. If they will exceed those powers, as seems to be intended, it would not be in accordance with the practice of Parliament to grant the unusual powers, unless special grounds be shown.

Section 39. The weight of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Grenock Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Heysham Railway and Pier Bill.

THE objects of this Bill are to incorporate “ The Heysham Railway and Pier Company ” with a capital of 96,000 *l.*, in 5 *l.* shares, and 32,000 *l.* by loan, and to empower them—

To construct a Pier and Breakwater in Morecambe Bay, at Far Naze, in the parish of Heysham :

To make a Railway, length 3 miles 24 chains, from a junction with the Morecambe Branch of the Midland Railway, near the North Western Hotel, at Morecambe, to the intended Pier :

To enter into arrangements with the Midland Railway Company, with respect to the working of the intended Railway, and the traffic of the undertaking.

Sections 2, 24, 25, and 26. It seems desirable that the provisions for protection of navigation in Part I. of “ The Railways Clauses Act, 1863,” which is incorporated in Section 2 of this Bill, should be made applicable to the intended Pier, and the works connected therewith, by adding to Section 2 the declaration that in construing the provisions of Part I. of “ The Railways Clauses Act, 1863,” for the purposes of this Act, the words “ Railway ” and “ Work ” shall include the Pier, embankments, approaches, landing places, quays, and wharfs authorised by this Bill ; and in that case Sections 24, 25, and 26 of this Act might be usefully omitted. Observations.

Section 21. It would be more accurate, and it seems desirable, to add after “ incorporated Acts,” in the second line, the words “ and Parts of Acts.”

Sections 24, 25, and 26. *See above under Section 2.*

Section 32. This Bill does not contain the usual provision securing equality of treatment to all persons using the Railway, whether also using the Pier, or not, and *vice versa*.

Section 38. It seems to be a question whether this Bill defines, in accordance with the practice of Parliament, the *maximum rates* of charge for the conveyance of passengers, animals, and goods on the Railway, and the quantity of luggage to be allowed free to the several classes of passengers, and the rates for “ small parcels.”

Section 42. The word “ Pier ” should be substituted for “ Docks ” in this Clause. After “ Merchant Shipping Act, 1854,” should be added the words “ or any Acts amending the same.”

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :—

The Railway runs for its whole length seaward of high-water mark in Morecambe Bay to a proposed Pier and Breakwater near Far Naze.

The Pier runs seawards 850 yards.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate all of these enactments. See above, under Sections 2 and 21.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Heysham Railway and Pier Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Kidwelly and Llanelly Canal and Tramroad Bill.

THE objects of this Bill are to change the name of the Kidwelly and Llanelly Canal and Tramroad Company, incorporated in 1812, to “The Burry Port and Gwendreath Valley Railway Company;” to make applicable to the Company the provisions of “The Companies Clauses Consolidation Act, 1845;” and to authorise them—

To raise, in addition to their existing share capital of 72,100 *l.*, in 100 *l.* shares, a further sum of 47,900 *l.* in 10 *l.* shares, and to raise 33,000 *l.* by loan :

To stop up their existing Canals :

To make a Railway (No. 1), length 15 miles 20 chains, from the harbour of the Burry Port Company at Pembrey to a junction with the Mountain Branch of the Llanelly Railway ; with three Branches in connexion therewith (Nos. 2, 4, and 5), of the aggregate length of 1 mile 9 chains ; and a Railway (No. 3), length 2 miles 9 chains, from No. 1 to Lord Dynevor’s quay at Kidwelly :

To acquire by purchase Kymer’s Canal near Kidwelly, and to convert it into one of the intended Railways.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Beoth.

RAILWAY AND CANAL, &c. BILLS.

[*Kidwelly and Llanelly Canal and Tramroad
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Kilrush and Kilkee Railway and Poulmasherry Reclamation Bill.

THE objects of this Bill are to enable the Kilrush and Kilkee Railway and Poulmasherry Reclamation Company to attach a preferential dividend to shares for 20,000 £. in their authorised capital :

To apply all their authorised share and loan capital to the general purposes of their undertaking :

To make an Extension Railway, length 1 mile 30 chains, from their authorised line at Leadmere West to the Revenue or Board of Works Pier, on the shore of the River Shannon, near Kilrush ; in lieu of the portion, length 20 chains, of the authorised line at its intended termination :

To obtain remission from the Office of Woods of payment of a sum of 1,200£., which the Company are now liable to pay before they acquire the lands to be reclaimed.

Section 2. Inasmuch as the Company will not be empowered to raise *additional* capital by this Bill, it seems to be proper to explain the intended effect of the incorporation of Part Two of “ The Companies Clauses Act, 1863,” with respect to the preferential capital to be created under Section 5, so as to provide a limit to the preferential dividend, &c. Observations.

Section 9. After “ incorporated Acts,” should be added, “ and Parts of Acts.”

Section 15. It appears to be a question whether this Bill provides such security for the completion of the Extension Railway as the practice of Parliament requires.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal waters.

The Extension Railway runs round Kilrush Creek, the limits of deviation extending below high water mark in some places.

Such interference renders necessary the incorporation in the Bill of “ The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“ Protection to Navigation ”), of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

See above under Section 9.

Board of Trade,
March 1865.

James Booth

RAILWAY AND CANAL, &c. BILLS.

[*Kilrush and Kilkee Railway and Porthlerry
Reclamation Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865,

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Kington and Eardisley Railway Bill.*
 2. *Kirkcudbright Railway Bill.*
-

1. *Kington and Eardisley Railway Bill.*

THE objects of this Bill are to enable the Kington and Eardisley Railway Company to issue shares which may have a 6 per cent. preference dividend, in lieu of unissued, cancelled, or surrendered shares; and to divide the shares in their capital into “Preferred” 6 per cent. and “Deferred” half shares. Objects.

Section 4. The practice of Parliament would seem to require, with a view to defining the amount of preferential capital which the Company may create, that the Bill should set forth the present position of the Company’s capital in shares issued or unissued, or surrendered, or liable to be forfeited. Observations.

It is to be observed, with reference to the proposed power to issue the new shares “on such terms and conditions as the Companies may determine,” that the Bill does not contain a provision that not less than the full nominal amount of any share shall be payable in respect thereof, such as is contained in Section 21 of “The Companies Clauses Act, 1863.”

2. *Kirkcudbright Railway Bill.*

THE objects of this Bill are to enable the Kirkcudbright Railway Company— Objects.

To raise further sums of 12,000 *l.* by shares and 4,000 *l.* by loan :

To make a Railway, length 24 chains, from the Company’s existing line near Castle Douglas, to the Castle Douglas and Dumfries Railway at its Castle Douglas station, so as to form a connection between the two Railways, independent of the Portpatrick Railway, a portion of which is now interposed :

To enter into working and traffic arrangements with the Glasgow and South Western and the Castle Douglas and Dumfries Railway Companies.

Sections 13 and 15. It seems to be a question whether the periods of *three* years and *five* years can be required for the purposes of the intended Railway, little more than a quarter of a mile in length. Observation.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Kington and Eartisley Railway Bill.*]

[2. *Kirkcudbright Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Limerick Embankment and Reclamation Bill.

THE objects of this Bill are to confirm a conveyance from the Crown to the Corporation of Limerick, of certain land, part of the foreshore of the River Shannon, at the south-west of the new docks at Limerick : Objects.

To enable the Corporation to make an embankment on the foreshore at that place, and to borrow for the purpose 5,400 *l.* on the credit of the Improvement Rate.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz.:—

An embankment from a point near the north-western corner of the New Docks on the south side of the River Shannon to a point on the embankment of the lands of Corkanree, about 23 chains east of its north-western corner.

Such interference renders necessary the incorporation in the Bill of Sections 12 & 13 of “ The Harbours, Docks, and Piers Clauses Act, 1847,” and of Sections 13 to 19, both inclusive (“ Protection to Navigation”), of “ The Railways Clauses Act, 1863.” And the Bill should state that in construing those enactments, the words “ Harbour, Dock, or Pier,” “ Work ” and “ Railway ” shall be taken to mean the Embankment and Works authorised by this Bill.

The Bill does not propose to incorporate any of these enactments.

In Section 6 of this Bill, after “ subject to the powers and provisions of this Act,” should be added, “ and of the Acts or Parts of Acts incorporated herewith.”

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Limerick Embankment and Reclamation Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Northampton and Banbury Junction Railway (Deviations, &c.) Bill.

THE objects of this Bill are to enable the Northampton and Banbury Junction Railway Company— Objects.

To raise further sums of 145,000 *l.* by shares, and 48,300 *l.* by loan, and to create 5 per cent. debenture stock :

To make the following railways, viz. :

(No. 1.) Length 11 miles 18 chains, from a junction with the Great Western Railway, near its Banbury Station, to the Company's authorised Railway at Wappenham :

(No. 2.) A Branch, length 30 chains, from (No. 1) to the Buckinghamshire Railway at its Banbury Station :

(No. 3.) A Branch, length 36 chains, from the Company's authorised line at Gayton, to the Northampton and Peterborough Line of the London and North-Western Railway, near the Blisworth Station :

To abandon the portion between Wappenham and Cockley Brake, of the Company's Line authorised in 1863 :

To make a level crossing at Tyfield not authorised by the Company's existing Act :

To enter into working and traffic arrangements with the Great Western and the London and North-Western Railway Companies :

To run over the portion of the Great Western Railway between the intended junction and its Banbury Station, and to use that station :

To have traffic facilities from the Great Western Railway Company. *

Section 4. With respect to the proposed power to create preferential capital for a new purpose, *i.e.*, the Branch to Blisworth, it is to be observed that this Company have not completed their original lines. Observations.

Sections 23 and 24. With respect to these several departures from the requirements of “The Railways Clauses Consolidation Act, 1845,” *see* the Observations on “Dimensions of Bridges” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Section 26. To allow *five* years for the completion of the substituted line at Banbury, will in effect extend for two years the time now limited by the Act of 1863 for the completion of the Railway to that place.

Section 33. *See* Observations on “Running Powers” in the above-mentioned General Report, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Northampton and Banbury Junction Railway
(Deviations, &c.) Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1865.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—CCXLVI.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Peterborough, Wisbeach, and Sutton Railway Bill.

THE objects of this Bill are to enable the Peterborough, Wisbeach, and Sutton Railway Company—

To raise further sums of 96,000 *l.* by shares, and 32,000 *l.* by loan :

To make the following Railways, viz. :—

(No. 1), length 6 miles 29 chains, from a Junction with the Great Eastern Railway at Wisbeach, to a point near Three Holes Bridge at Upwell :

(No. 2), length 4 miles 54 chains, from a Junction with the Company's authorised Line at Eye to a point near Crowland Abbey :

To make a Deviation, length 66 chains, at the termination of the Company's authorised Line by a Junction with the Norwich and Spalding Railway, at Sutton Bridge :

To enter into working and traffic arrangements with the Midland and the Great Eastern Railway Companies.

Section 6. With respect to the proposed power to create preferential capital for new purposes, it is to be observed that this Company have not completed their original Line. Observations.

Section 20. The termination of this Clause appears to belong to the end of Section 19.

Section 22 is a repetition of Section 17.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Peterborough, Wisbeach, and Sutton Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Stonehouse and Nailsworth Railway Bill.

THE objects of this Bill are to enable the Stonehouse and Nailsworth Railway Company—

To raise further sums of 35,000*l.* by shares, and 11,600 *l.* by loan:

To make the following Railways, viz.:—

(No. 1.) Length 1 mile 12 chains from their authorised line at Dudbridge to a junction with the Great Western Railway at the westward of Stroud:

(No. 2.) Length 14 chains, a second junction between No. 1 and the authorised line at Dudbridge:

To carry a public road at Stonehouse, and a private road at Rodborough, over the Company's authorised line, by bridges, instead of level crossings:

To alter the levels of their authorised Railway for a distance of 62 chains near its termination at Nailsworth:

To lay narrow gauge rails and apparatus into and in the Stroud station of the Great Western Railway.

The Bill authorises the Company and also the Midland Railway Company to use the Stroud station and the portion near it of the Great Western Railway.

The Midland Railway Company are to be authorised to subscribe 35,000 *l.*, and to raise that amount by shares.

The Bill extends to the new Railways the arrangement between the Company and the Midland Railway Company, confirmed in 1863; and it authorises the Great Western and the Wilts and Gloucestershire Railway Companies to lay additional rails for the broad gauge on the new as well as on the original lines of the Stonehouse and Nailsworth Railway.

Section 5. With respect to the proposed power in this clause to create pre-ferential capital for new purposes, it is to be observed that the Company have not completed their original line. Observations.

Section 31. See Observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Stonehouse and Nailsworth Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Whitehaven and Furness Junction Railway Bill.

THE objects of this Bill are to enable the Whitehaven and Furness Junction Railway Company to raise further sums of 120,000 *l.* by shares, which may have a six per cent. preference dividend, and 40,000 *l.* by loans— Objects.

To make the following Railways:

(No. 1), length 3 miles 23 chains, from the Company's line at the Holborn Hill Station, passing across the Duddon Estuary to the Furness Railway, a short distance north-west of Ireleth;

(No. 2), length 73 chains, from (No. 1) to the pier at Crab Marsh Point, in the parish of Millom:

To widen and enlarge the Company's existing Railway at the St. Bees Station ; and at its bridge over the river Calder :

To enter into working or traffic arrangements with the Whitehaven, Cleator, and Egremont Railway Company :

And to give effect to two Agreements (which are scheduled to the Bill, and relate to traffic, and to certain tolls) between the Company and the Whitehaven, Cleator and Egremont Railway Company.

Sections 12, 15 and 16, of this Bill appear to be rendered unnecessary by Clauses 13, 16 and 21, in Part II, relating to additional capital (incorporated with the Bill) of “The Companies Clauses Act, 1863 ;” and would, therefore, be properly omitted. Observations.

Section 17. It would be in accordance with the practice of Parliament to add to this clause, authorising the allotment of new shares in satisfaction of mortgages, a provision that the Company shall not again raise by borrowing the amount of mortgage debt satisfied by allotment of new shares.

Section 23. After “1845” in the second line, should be added, “and in Part I. of “The Railways Clauses Act, 1863.”

Section 25. After “subject to the provisions of this Act” should be added “and of the Acts and parts of Acts incorporated herewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal waters instances, viz. :—

Railway (No. 1) crosses the Duddon Estuary, from Holborn Hill on the West shore, to Low Point on the East shore, and is to be carried upon embankments from the Western and Eastern shores, and upon a viaduct over the Duddon Channel of 35 fixed spans of 30 feet each, the rails to be 7 feet above high-water.

Railway (No. 2) courses the Estuary for some distance.

(No. 4). Widening of the Company's existing Railway, where it crosses the mouth of the River Calder, the intended viaduct to have 9 openings, each 40 feet wide, and 7 feet above high-water, and the limits of deviation extending into the sea.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

This Bill, and also the *Furness Railway* Bill, upon which a separate Report is made, propose the carrying new Railways across the Duddon Estuary, at points considerably below the place at which the Duddon River is now crossed by the Whitehaven and Furness Junction Railway below Broughton.

The new *Whitehaven and Furness* Line, as shown on the deposited plan and section, is to be carried on solid embankments for distances of about 1,450 yards from the western shore, and about one mile seven furlongs from the eastern shore; and for the intermediate distance upon a viaduct 350 yards in length, consisting of 35 fixed spans each 30 feet in width. This line will, or may be constructed so as to be above Borthwick Harbour, or that part of it which vessels use for loading or discharging.

The proposed solid embankment would cause the estuary to silt up, and by reducing the flow of tidal water, injure the channel to the sea. A clause should, therefore, be added to the *Whitehaven and Furness Junction Railway* Bill (if this scheme be approved by Parliament), providing that there shall be substituted for the embankments an open viaduct to such an extent, and having such spans, fixed and opening, and such headway as the Board of Trade may require.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Whitehaven and Furness Junction Railway

Bills.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House REPORTS upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bath Gas Bill.

By this Bill it is proposed (amongst other things) to enable the Bath Gaslight and Coke Company (whose incorporation was continued by an Act of 1856) to make a Railway or Tramway, length $21\frac{1}{2}$ chains, from the Company's premises at the north side of the River Avon, crossing that river by a bridge, to a junction with the authorised line of the Mangotsfield to Bath Branch of the Midland Railway, in the parish of Twerton.

The Bill provides that the Railway or Tramway shall be private, and shall be used exclusively for the conveyance of the Company's traffic.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bath Gas Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of this Session.”

Bishop's Castle Railway (Deviations, &c.) Bill.

THE objects of this Bill are to enable the Bishop's Castle Railway Objects.
Company—

To make the several alterations and deviations of the Company's authorised
Railways described in Section 5 of the Bill, of an aggregate length of 11 miles
12 chains :

To make two level crossings by the authorised line of roads in the parishes
of Wentnor and Edgton, not authorised by the Company's existing Act :

To extend the times for compulsory purchase, and for construction for the
purposes of the line authorised by the Company's Act of 1861 :

To raise additional sums of 90,000 *l.* by shares, and 30,000 *l.* by loan.

Sections 7 and 10. In these two clauses authorising level crossings it would be Observations.
in accordance with the practice of Parliament to insert the words “subject to
the provisions of ‘The Railways Clauses Consolidation Act, 1845,’ and of Part I.
of ‘The Railways Clauses Act, 1863.’”

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bishop's Castle Railway (Deviations, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Dundrum, Foxrock, and Kingstown Junction Railway Bill.

THE objects of this Bill are to incorporate “The Dundrum, Foxrock, and Kingstown Junction Railway Company,” with a capital of 50,000 *l.*, in 10 *l.* shares, and 16,600 *l.* by loan, and to empower them—

To make a Railway and Junction Branch, of a joint length of three miles 17 chains, from a junction with the Dublin, Wicklow, and Wexford Railway, near its Foxrock Station, to a double junction with the Dublin and Kingstown Railway near the bridge, carrying Adelaide Road over that Railway :

To enter into arrangements with the Dublin, Wicklow, and Wexford, and the Dublin and Kingstown Railway Companies, with respect to the construction, working, and traffic of the intended Railway.

Section 38. With regard to the proposed power to contract with other Companies, with respect to the *construction* of the intended Railway, it is to be observed that it is the practice of Parliament to leave the execution of the works to the Company, who obtain power to take lands and raise money for that purpose.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Dundrum, Foxrock, and Kingstown Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Midland Great Western Railway of Ireland (No. 1) Bill.*

2. *Midland Great Western Railway of Ireland (No. 2) Bill.*

1. *Midland Great Western Railway of Ireland (No. 1) Bill.*

By this Bill it is proposed—

Objects.

To declare the authorised share capital of the Midland Great Western Railway of Ireland Company to be 2,750,000*l.* (of which the sum of 2,155,675 *l.* is stated to have been raised by ordinary shares), to which may be added a sum of 135,000 *l.* in respect of the price of the Royal Canal; and to declare their loan capital to be 702,200 *l.* (of which the sum of 659,000 *l.* is stated to have been raised by borrowing), in addition to the sum of 500,000 *l.* borrowed by the Company from the Public Works Loan Commissioners, and to which may be added so much of the sum of 135,000 *l.* in respect of the price of the Royal Canal, as the Company resolve to raise by borrowing :

To enable the Company to cancel unissued shares, and to issue in lieu thereof new shares, which, to the extent of 300,000 *l.*, may have a 5 *l.* per cent. preferential dividend; and to create a 5 *l.* per cent. debenture stock.

No observation by the Board of Trade appears necessary.

2. *Midland Great Western Railway of Ireland (No. 2.) Bill.*

THIS Bill appears to be promoted on behalf of two Baronies in the county of Roscommon, and of all the Baronies in the county of Galway, and of the County of the Town of Galway, which are now liable under the two Public Acts, 12 & 13 Vict., c. 62, and 17 & 18 Vict., c. 124, to contribute in aid of the profit, if any, made by the portion of the Midland Great Western Railway of Ireland, between Athlone and Galway, for payment of the interest at three-and-a-half per cent. per annum, of a sum of 470,000 *l.* advanced by the Public Works Loan Commissioners, pursuant to the first-mentioned Act, to the Midland Great Western Railway of Ireland Company (called in the Bill the Midland Company), and still owing. Objects.

The objects of the Bill are to declare that the above-mentioned liability of the Baronies and of Galway Town, ceased on the 12th December 1862, being the time of the opening of the portion between Castlereagh and Castlebar, of the Great Northern and Western Railway of Ireland; and to repeal the provisions of the above-mentioned Public Acts relating to such liability.

The grounds stated in the Bill for the proposed enactments contained in it appear to be—

That in 1861, when a Bill was pending in Parliament to enable the Midland Company to subscribe 80,000 £. to the Great Northern and Western of Ireland Railway, the Grand Jury of the County of Galway appointed a Committee to oppose that Bill, as likely to lead to an increase of charge on the Baronies in respect of the liability for interest of the 470,000 £. :

That that Committee entered into an agreement with three of the directors of the Midland Company for the withdrawal of the opposition of the Grand Jury to the Bill, and for the relinquishment by the Midland Company of the contribution from the Baronies, when the then contemplated Extension of the Great Northern and Western Railway from Castlereagh to Castlebar should be opened :

That upon the faith of that agreement the Grand Jury withdrew their opposition to the Bill, which was accordingly passed :

That, in 1862, an Act was passed authorising an Extension from Castlereagh and Castlebar of the Great Northern and Western of Ireland Railway :

That a considerable pecuniary benefit has been obtained by the shareholders of the Midland Company from the passing of the Bill of 1861, and the making of the line from Castlereagh to Castlebar :

That by the opening of that line, the receipts from the line between Athlone and Galway have been greatly diminished :

That, under such circumstances, it is just that the Baronies and the County of the Town of Galway should be released from further payment, under the Public Acts in question.

The Board of Trade do not feel called upon to make any observation on this Bill.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Midland Great Western Railway of Ireland (No. 1) Bill.*]

[2. *Midland Great Western Railway of Ireland (No. 2) Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCLIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Mowddwy Railway Bill.

THE objects of this Bill are to incorporate “The Mowddwy Railway Company” with a capital of 21,000 *l.*, in 10 *l.* shares, and 7,000 *l.* by loan, and to empower them— Objects.

To make a Railway, length 6 miles 60 chains, from a junction with the Newtown and Machynlleth Line of the Cambrian Railways, at the Cemmes Road Station, passing up the Valley of the River Dyfi to Dinas Mowddwy :

To construct the Railway of any gauge not wider than 4 feet 8½ inches, or narrower than 2 feet 3 inches ; but if the gauge be narrower than the former, no train to be drawn on the Railway at a rate exceeding 15 miles per hour :

To use the Cemmes Road Station of the Cambrian Railways Company jointly with that Company, or to have the separate use of a portion of it :

To enter into working and traffic arrangements with the Cambrian Railways Company.

Section 22. With respect to the proposed power to construct the Railway (on which it is intended that passengers may be conveyed) on a gauge less than 4 feet 8½ inches, it may be observed that the Act “for regulating the Gauge of Railways,” 9 and 10 Vict. c. 57, while it enacted generally that Railways for the conveyance of passengers should not thereafter be constructed on any gauge less than 4 feet 8½ inches, at the same time excepted (amongst other exceptions) the case of any Railway to be constructed under the provisions of any Act containing any special enactment defining the gauge of such Railway. Observations.

It seems, therefore, to be a question for the consideration of the Committee on this Bill, whether the local circumstances in this case may not be such as to allow of the construction of the Railway for the conveyance of passengers on any gauge within the limits proposed in section 22 of the Bill, with or without limitation of the rate of speed at which trains may be run.

Other Bills of the present Session relating to Railways of a gauge narrower than 4 feet 8½ inches are—

1. *Aberystwith and Welsh Coast Railway (No. 1) Bill.*
2. *Croesor and Portmadoc Railway Bill.*
3. *Talylyn Railway Bill.*

By the first of the above three Bills, it is proposed to remove existing restrictions on the use of the *Corris Railway*, which is on a gauge of two feet three inches.

By the second Bill, it is proposed to authorise the use of Railways on a two feet gauge, without any restriction as to the rate of speed.

The provisions of the third Bill are similar to those of this (the *Mowddwy Railway*) Bill.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Movable Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Mumbles Railway and Pier Bill.

THE objects of this Bill are to incorporate the “ Mumbles Railway and Pier Objects. Company ” with a capital of 144,000 *l.* in 10 *l.* shares, and 48,000 *l.* by loan, and to empower them—

To make the several Railways described in section 24 of the Bill, of an aggregate length of 6 miles 72 chains, and which are to extend round the shore of the Bay from the docks at Swansea to Oystermouth and Mumbles Head, and to be connected with the Oystermouth Railway, and the South Dock Branch and the Swansea Line of the Llanelly Railway and Dock Company, with a Pier or jetty in Swansea Bay near the Mumbles life-boat house :

To enter into working and traffic arrangements with the Great Western Railway, the Vale of Neath Railway, the Llanelly Railway and Dock, the Swansea Vale Railway, the Neath and Brecon Railway, and the Oystermouth Railway or Tramroad Companies, and the Swansea Harbour Trustees :

To run over part of the South Dock Branch of the Llanelly Railway and Dock Company at Swansea, and a part of the Oystermouth Railway, and to use the stations thereon respectively.

The Bill authorises the Company to make charges for the use of their Pier, and exempts vessels using the Company's works from tolls leviable by the Swansea Harbour Trustees.

Section 21. After “ incorporated Acts,” should be added “ and Parts of Acts.” Observations.

Section 46. With regard to the proposed power to contract with respect to the *construction* of the intended Railway and Pier, it is to be observed that it is the practice of Parliament to leave the execution of the works to the Company, who obtain power to take lands and raise money for that purpose.

Section 48. *See* observations on “ Running Powers,” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 24.

Section 54 reserves general Acts relating to Railways, and the revision of rates for the Railway. The Bill should also contain the usual reservation of general Acts relating to Piers, and dues on ships, or goods carried in ships, and the revision of the Pier rates.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal waters. instances, viz :—

Railways No. 1, 3 and 2, are to be seaward of high-water mark on the western shore of Swansea Bay for nearly the whole distance between the south-

western part of the town of Swansea and the Mumbles Head, No. 2 terminating at low-water mark on the eastern side of Mumbles Head.

Railway No. 2 crosses the Inner Sound between Knave's Head and Middle Island, and the Outer Sound between Middle Island and Mumbles Head.

No. 6, Pier or jetty about 400 yards in length, and extending about 220 yards beyond low-water mark, in Swansea Bay, near Knave's Head.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to include the Pier and works connected therewith authorised by this Bill.

The Bill proposes to incorporate the above mentioned enactments, but without the explanation as to the Pier, &c., as here suggested.

With respect to the proposal to carry Railway No. 2 across the Inner and Outer Sounds at the Mumbles, my Lords have to observe that those Sounds are used by fishing vessels and boats, the passage of which will be altogether stopped by the works, if solid, and must be seriously impeded, even if the viaducts be formed with open pile work at those places.

The extension of the Railway to the Mumbles Head seems objectionable for the reason just mentioned; and as the only Pier proposed in this scheme is to be at a part of the Railway in Swansea Bay, before it reaches the Inner Sound, the utility of the extension of the Railway across the Sounds is the less apparent.

Board of Trade,
March 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*Mumbles Railway and Pier Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCLV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Sidmouth and Budleigh Salterton Railway Bill.*
 2. *Sidmouth Railway and Harbour Bill.*
-

1. *Sidmouth and Budleigh Salterton Railway Bill.*

THE objects of this Bill, as limited by Resolution of the House of Commons, Objects.
are to enable the Sidmouth and Budleigh Salterton Railway Company—

To make a Deviation, length 2 miles 25 chains, in their authorised line :

To raise further sums of 80,000 *l.* by shares and 26,600 *l.* by loan :

To enter into working and traffic arrangements with the London and South Western Railway, and the Sidmouth Railway and Harbour Companies, or either of them.

The Bill further provides that the trustees under the will of the late Lord Rolle may invest monies payable to them by the Company for compensation, in shares in the Company's capital, subject to the condition of the portion in question of the Company's Railway being open for traffic.

Section 9. After “subject to the provisions of this Act,” should be inserted Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Section 11. The Bill does not contain the usual provisions for saving rights under notices given or contracts entered into, or in respect of damage by surveying, &c. for the purposes of the portion of railway to be abandoned.

Section 13. If five years be allowed for the completion of the *Deviation*, the time for the completion of the Railway authorised in 1863 will practically be postponed. In that case this Bill should contain some explanation of the intended effect of such postponement upon the security for completion of the authorised Railway provided by this Company's Act of 1863.

Section 15. With respect to the proposed power to create preferential capital for the Extension Railway, it is to be observed that the Company have not completed their original line.

Sections 15 and 16. These clauses do not contain the usual provisions that one-fifth of each share shall be paid up before it is issued, and one-fifth of every share shall be paid up before the new borrowing power is exercised.

2. *Sidmouth Railway and Harbour Bill.*

Objects.

THE objects of this Bill are to enable the Sidmouth Railway and Harbour Company—

To make a Branch Railway, length 41 chains, in the parish of Sidmouth:

To exercise for extended periods the powers for compulsory purchase and for construction, with respect to the Railways, Harbour, and Works, authorised by this Company's Act, 1862.

Observation.

Sections 2 and 11. The proposed extension of time for compulsory purchase, and for construction, would, if sanctioned, render necessary the incorporation with this Bill of Part II. ("Extension of Time") of "The Railways Clauses Act, 1863."

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Sidmouth and Budleigh Salterton Railway Bill.*]

[2. *Sidmouth Railway and Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Talyllyn Railway Bill.

THE objects of this Bill are to incorporate “The Talyllyn Company,” with a capital of 15,000 *l.* in 20 *l.* shares, and 5,000 *l.* by loan, and to empower them— Objects.

To make a Railway, length 6 miles 50 chains, from a point near Towyn to Maestrefnant, and a junction line, length 8 chains, to connect the former with the Aberystwith and Welsh Coast Railway at Towyn :

To construct the Railway of any gauge not wider than 4 feet 8½ inches, or narrower than 2 feet 3 inches; but if the gauge be narrower than the former, no train to be drawn on the Railway at a rate exceeding 15 miles an hour :

To lay additional rails for the mixed gauge on the portion of the Aberystwith and Welsh Coast Railway between the intended junction and Towyn Station :

To run over that part of the Aberystwith and Welsh Coast Railway, and to use its Towyn Station :

To enter into working and traffic arrangements with the Aberystwith and Welsh Coast Railway Company.

Section 21. With respect to the proposed power to construct the Railway (on which it is intended that passengers may be conveyed) on a gauge less than 4 feet 8½ inches, it may be observed that the Act “for regulating the Gauge of Railways,” 9 & 10 Vict. c. 57, while it enacted generally that Railways for the conveyance of passengers should not thereafter be constructed on any gauge less than 4 feet 8½ inches, at the same time, excepted (amongst other exceptions) the case of any Railway to be constructed under the provisions of any Act containing any special enactment defining the gauge of such Railway. Observations.

It seems, therefore, to be a question for the consideration of the Committee on this Bill whether the local circumstances in this case may not be such as to allow of the construction of the Railway for the conveyance of passengers on any gauge within the limits proposed in section 22 of the Bill, with or without limitation of the rate of speed at which trains may be run.

Other Bills of the present Session relating to Railways of a gauge narrower than 4 feet 8½ inches, are—

1. *Aberystwith and Welsh Coast Railway (No. 1) Bill.*
2. *Croesor and Portmadoc Railway Bill.*
3. *Mowddwy Railway Bill.*

By the first of the above three Bills it is proposed to remove existing restrictions on the use of the *Corris Railway*, which is on a gauge of 2 feet 3 inches.

By the second Bill it is proposed to authorise the use of Railways on a 2 feet gauge, without any restriction as to the rate of speed.

The provisions of the third Bill are similar to those of this (the *Talylyn Railway*) Bill.

Section 28. The weight of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Section 35. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Talylyn Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by the House of Commons, to be Printed,
7 February 1865.

3—CCLVII.

RAILWAY AND CANAL, &c. BILLS,

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Vale of Crickhowell Railway (Western Extension) Bill.

THE objects of this Bill are—

Objects.

To enable the Vale of Crickhowell Railway Company (incorporated in 1864)—

To raise further sums of 100,000 *l.* by ordinary shares, and 33,300 *l.* by loan:

To make an Extension Railway, length 8 miles 64 chains, from the authorised Line at Crickhowell to a Junction with the Brecon and Merthyr Tydfil Junction Railway at Llanddetty, and a second Junction Line, length 15 chains, to that Railway near the Talybont Station:

To enter into arrangements with the Great Western, the London and North Western, the Merthyr, Tredegar, and Abergavenny, the Brecon and Merthyr Tydfil Junction, the Neath and Brecon, the Mid Wales, and the Hereford, Hay, and Brecon Railway Companies, with respect to the construction, working, and traffic of the intended Railways:

To run over the Railways of the Merthyr, Tredegar, and Abergavenny Railway Company, and the portion of the Brecon and Merthyr Tydfil Junction Railway between the intended Junction near the Talybont Station and the Town of Brecon; and to use the stations thereon respectively.

Section 22. With regard to the proposed power to contract with other Companies with respect to the *construction* of the intended Railway, it is to be observed that it is the practice of Parliament to leave the execution of the works with the Company who obtain power to take lands, and raise money for that purpose. Observations.

Section 25. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Crichowell Railway (Western
Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and
TIDAL WATERS, of this Session.”

1. *Wolverhampton and Bridgnorth Railway Bill.*
 2. *Wolverhampton and North Staffordshire Junction Railway Bill.*
 3. *Wolverhampton and Walsall Railway Bill.*
-

1. *Wolverhampton and Bridgnorth Railway Bill.*

THE objects of this Bill are to incorporate “The Wolverhampton and Bridgnorth Railway Company,” with a capital of 180,000*l.* in 10*l.* shares, and 50,000*l.* by loan, and to empower them—

To make a Railway, length 12 miles 19 chains, from a junction with the Severn Valley Railway near Bridgnorth to a junction with the Shrewsbury and Birmingham line of the Great Western Railway at Tettenhall, near Wolverhampton :

To run over the portion of the Severn Valley Railway, and the portion of the Great Western Railway between the intended junctions therewith and their respective stations at Bridgnorth and Wolverhampton, and to use those stations :

To enter into working and traffic arrangements with the Great Western and the Severn Valley Railway Companies, or either of them.

Section 33. See observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

2. *Wolverhampton and North Staffordshire Junction Railway Bill.*

THE objects of this Bill are to incorporate “The Wolverhampton and North Staffordshire Junction Railway Company,” with a capital of 150,000*l.* in 10*l.* shares, and 50,000*l.* by loan, and to empower them—

To make a Railway, length 6 miles 45 chains, from the North Staffordshire Railway at Colwich southwards to the Cannock Chase Extension Railway, near Cannock Wood :

To run over the portion of the North Staffordshire Railway between the intended junction therewith and the Stoke Station ; and to use that station and any other stations on that portion of Railway :

To enter into working and traffic arrangements with the North Staffordshire, the Cannock Chase Extension, and the Cannock Chase and Wolverhampton Railway Companies, or any of them.

Observation.

Section 38. See observations on "Running Powers" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

3. *Wolverhampton and Walsall Railway Bill.*

Objects.

THE objects of this Bill are to incorporate "The Wolverhampton and Walsall Railway Company" with a capital of 120,000 *l.* in 10 *l.* shares, and 40,000 *l.* by loan, and to empower them—

To make a Railway, length 5 miles 77 chains, from the Great Western Station at Wolverhampton, passing by Willenhall, to a point adjoining the South Staffordshire Railway at Walsall :

To enter into working and traffic arrangements with the Great Western Railway Company.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Wolverhampton and Bridgnorth Railway Bill.*]
 - [2. *Wolverhampton and North Staffordshire Junction Railway Bill.*]
 - [3. *Wolverhampton and Walsall Railway Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILL
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ That the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Brading, Newport, and Yarmouth Railway Bill.

THE objects of this Bill are, to incorporate “ The Brading, Newport, and Yarmouth Railway Company,” with a capital of 170,000 *l.* in 10 *l.* shares, and 56,000 *l.* by loan, and to empower them,— Objects.

To make the several Railways described in Section 22 of the Bill of an aggregate length of 21 miles 48 chains, consisting of Railways No. 1 and 2, of a joint length of 18 miles 29 chains, from a junction with the authorized line of the Bembridge Railway, near the Brading Station of the Isle of Wight Railway, passing between Newport and Carisbrooke to Yarmouth ; No. 3, an extension of No. 2, length 23½ chains into the Solent ; No. 4, length 1 mile 28 chains, to connect No. 2 with the Cowes and Newport Railway, at Newport ; No. 5, length 1 mile 47½ chains, from No. 1 at Brading to the authorized Sandown Pier :

To enter into working and traffic arrangements with the Cowes and Newport and the Isle of Wight Railway Companies, and the Bembridge Railway Tramway and Pier Company, or with any or either of them :

To enter into agreements with those Companies with regard to stations at the intended junctions with the Isle of Wight and the Cowes and Newport Railways.

Section 21. It would be more accurate, and it seems desirable, to insert after “ Acts ” in the first line, the words “ and Parts of Acts.” Observations.

Section 34. The quantity of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

Railway No. 2 terminates at high water mark on the shore of the Solent at Yarmouth :

Railway No. 3 commences from the above point and terminates in the sea of the Solent, off Yarmouth.

Such interference renders necessary the incorporation in the Bill of “ The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“ Protection to Navigation ”), of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Brading, Newport and Yarmouth Railway.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL WATERS
of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Lyme Regis Junction Railway Bill.

THE objects of this Bill are to incorporate “ The Lyme Regis Railway Company,” with a capital of 120,000 *l.* in 10 *l.* shares, and 40,000 *l.* by loan, and to empower them—

To make Railways, Nos. 1 and 2, lengths 7 miles 24 chains, and 22 chains, from a point near Silver-street, at Lyme Regis, to a junction with the Exeter Extension of the London and South-Western Railway at Thorncombe; and No. 3, length 1 mile 54 chains from No. 1, at Thorncombe, to the Chard Branch of the London and South-Western Railway, near the Chard-road Station:

To enter into working and traffic arrangements with the London and South-Western Railway Company.

Sections 7 and 9. This Bill does not contain the usual conditions that one-fifth of each share shall be paid before it is issued, and that one-fifth of every share shall be paid before the borrowing power is exercised. Observations.

Section 39. With respect to the proposed power to make an extra charge for the conveyance of small parcels by *express trains*, it is to be observed that it is not the practice to sanction such a charge even for Railways longer than this, which will be less than 9 miles in length; the increased rates of charge authorised for small parcels (as in Section 33 of this Bill) being intended to cover their transmission by all passenger-trains.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Lyme Regis Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Lymington River Improvement, &c. Bill.

By this Bill it is proposed to incorporate “The Lymington River Company,” Objects.
with a capital of 20,000 *l.* in 10 *l.* shares, and 5,000 *l.* by loan, and to empower
them—

To execute works of improvement and reclamation in and at the eastern
side of the Lymington River, and to cultivate or dispose of the land
reclaimed by them.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances, viz. :—

(1.) The widening, deepening, straightening and improving of the
Lymington River, from Nash Point on its eastern side downwards.

(2.) The reclamation of a portion of the foreshore of that river and of
the Solent, by an embankment commencing at Nash Point, and nearly
following the line of low-water mark, to Pitts Deep, where it turns in and
rejoins the main land.

To the provisions with respect to works in tidal water contained in sections 38
and 39 of this Bill, it will be proper to add, in this case, a clause to the effect
that “between the points A & B marked on the deposited Plan the embank-
ment and other works shall be made only in such line and in such manner as
the Board of Trade shall approve in writing under the hand of a Secretary or
Assistant Secretary of the Board;” and also clauses to the effect of Section 13
(relating to lights on works), and section 19 (relating to survey of works by
the Board of Trade) in “The Railways Clauses Act, 1863.”

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Lynton River Improvement, &c. Bill.]

FURTHER REPORT of the Board of Trade, on
the RAILWAY and CANAL BILLS, and Bills re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Manchester and Milford Railway Bill.

THE objects of this Bill are to enable the Manchester and Milford Railway Objects.
Company—

To cancel and re-issue shares for 170,000 *l.* in their authorised capital of
555,000 *l.*:

To raise further sums of 15,300 *l.* by shares, and 5,100 *l.* by loan:

To extend the time for the purchase of lands between Alltddu and Pencader,
and the time for the construction of the Railways authorised by this Company's
Act of 1860, so far as not proposed to be abandoned:

To make the several Railways described in Section 13 of the Bill, of an aggregate
length of 21 miles 19 chains, comprising Nos. 1 and 2, length 7 miles, to
connect the southern part of the Company's authorised line, near Tregaron, with
a line proposed by the *Mid-Wales Railway (Western Extensions)* Bill of this
Session, near Ysptyty-Ystwith; and No. 4, length 13 miles 53 chains, from
Nos. 1 and 2, at Ystrad-Meyric, to the Aberystwith and Welsh Coast Railway at
Aberystwith:

To abandon the construction of the northern part, from near Tregaron to
Llangurig, of the Company's main line, authorised in 1860, and the whole of
their Aberystwith Branch, length 11 miles 28 chains, authorised in 1861:

To lay down additional rails for the mixed gauge upon the Carmarthen and
Cardigan Railway, between the point of junction of the Company's line there-
with, at Pencader, and the Carmarthen Station:

To run over the Carmarthen and Cardigan Railway, from Pencader to Car-
marthen, and to use the stations at those places:

To run over portions of the Aberystwith and Welsh Coast Railway at
Aberystwith, and to use its station there:

To contract with respect to the construction of joint stations at the intended
junctions with the Railways belonging to the Carmarthen and Cardigan, the
Aberystwith and Welsh Coast, the Cambrian, the Mid-Wales, and the Swansea
and Aberystwith Railway Companies:

To enter into working and traffic arrangements with those Companies.

The Mid-Wales and the Swansea and Aberystwith Railway Companies are to
be enabled to run over portions of the Company's Railways, and to use the
stations thereon, on fulfilling certain conditions.

Section 12. Having regard to the extensive alterations proposed in this Bill, Observations.
of the works authorised by the Act of 1860, the completion of which, in the year
1865, was secured by the usual deposit clause (Section 44 of that Act), it would
seem to be desirable that this Bill should explain how far that deposit security is
to continue in force, and what is now to be regarded as the limit of time referred
to in Section 44 of the Act of 1860.

Section 27. See Observations on “Running Powers,” in the General Report of
the Board of Trade, on Railway, &c. Bills of this Session, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Manchester and Milford Railway Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Nantlle Railway Bill.

THE objects of this Bill are to enable the Nantlle Railway Company (incorporated in 1826)— Objects.

To raise further sums of 213,000 *l.* by shares, and 71,000 *l.* by loan:

To make the several Railways described in Section 18 of the Bill, of an aggregate length of 17 miles 49 chains, which will be connected with the Company's existing Railway, and also with the Bangor and Carnarvon Line of the London and North Western Railway, and with the authorised Line of the Carnarvon Railway, and of which one will be an extension of the Company's existing Line from Nantlle eastward to Llynigador Lake, in the parish of Beddgelert:

To alter and improve the Company's existing undertaking by widening, by additional rails, and alteration of gauge:

To interchange traffic facilities with the London and North Western, and the Carnarvon and Llanberis Railway Companies.

Section 18. With respect to the absence of definition of the intended gauge of the new Railways, and to the proposed indefinite power to alter the gauge of the existing Railways (the present gauge of which is not stated in the Bill), it is to be observed that the Act 9 & 10 Vict., c. 57, “for regulating the Gauge of Railways,” prohibited the construction of any future Railway for the conveyance of passengers on any gauge other than 4 feet 8½ inches in Great Britain, except in certain cases in which the gauge might be 7 feet, or unless the gauge should be otherwise defined by a special enactment. It would, therefore, seem to be proper that the Bill should specify the limits within which the gauge of the existing Railway may be altered, and also the limits of the gauge on which the proposed new Railways may be constructed. Observations.

Section 19. It will deserve consideration whether there are not level crossings of turnpike, or other public carriage roads by the existing Railway, which it will be proper to bring under the provisions of Sections 5–8, of “The Railways Clauses Act 1863,” if the existing Railway be used with locomotive engines.

Section 24. If the Company are to be authorised to convey passengers and animals on their existing and new Railways, the practice of Parliament appears to require that the Bill should define the tolls and maximum charges for the conveyance of such traffic, passengers' luggage, small parcels, &c.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:— Tidal Waters.

Railway No. 1 crosses the River Seiont by a bridge of two arches, each 42 feet wide, and 42 feet high,

Railways Nos. 2 and 3 skirt the existing quays at Carnarvon.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Newlle Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Port Talbot Company Bill.

BY this Bill it is proposed to enable the Port Talbot Company (whose name Objects.
was changed in 1836 from “The Aberavon Harbour Company,” incorporated
by an Act of 1834):

To raise further sums of 80,000 *l.* by shares, and 25,000 *l.* by mortgage:

To create 6 per cent. Debenture Stock:

To take rates on vessels and on goods according to an amended tariff.

Section 3. The issuing of any new share is not made subject to the usual Observations,
condition of previous payment of one-fifth of the amount of such share.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Port Talbot Company Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Ryde Pier Tramways Bill.*
 2. *Saltash and Callington Railway Bill.*
 3. *Scarborough and Whitby Railway Bill.*
-

1. *Ryde Pier Tramways Bill.*

THE objects of this Bill are to enable the Ryde Pier Company (incorporated by an Act of 1812) — Observations.

To raise additional sums of 25,000 *l.* by shares, and 8,999 *l.* by loan, to form a distinct capital from their present authorised capital of 22,000 *l.* in shares, and 15,000 *l.* by loan :

To make Tramways Nos. 1 and 2, of the aggregate length of 67½ chains, from a junction with the existing Tramway of the Company's Pier, passing along the Esplanade, East-street, and Monkton-street, on the surface, to a junction with the Isle of Wight Railway, near its present terminus ; and Tramway No. 3, length 9 chains, to connect the former Tramways with the authorised extension of the Isle of Wight Railway, near East-street :

To take tolls for the existing Tramway on the Company's Pier, as well as for the new Tramways :

To make Floating Baths near the northern end of the western side of the Pier :

To enter into arrangements with the Isle of Wight Railway Company, with respect to the working and traffic of the Tramways, Railways, and Stations of the two Companies ; with the Ryde Improvement Commissioners with respect to any purposes of the Bill ; and with the Isle of Wight Ferry Company with respect to the management and use of that Company's landing place at Ryde :

To enter into agreements with any future Tramway Companies at Ryde with respect to their respective Tramways and Works, including the making of Tramways.

Sections 5 and 9. It is to be observed that the proposed loan capital of 8,999 *l.* Observations.
exceeds one-third of 25,000 *l.*, the proposed additional share capital.

Section 35. After “Subject to the Provisions of this Act,” should be added, “and of the Acts and Parts of Acts incorporated herewith.”

Section 38. This Bill would authorise the Company to lay their Tramways with a double line not only across, but also *along* the surface of some of the streets and roads here mentioned. In such a case it seems desirable that the Bill should show explicitly how far, if at all, the Company are to be exempted from the provisions of the 47th Section of “The Railways Clauses Consolidation Act, 1845,” and of Sections 5–8 of “The Railways Clauses Act, 1863,” with respect to gates and gatekeepers, shunting, &c. at level crossings of public roads.

It may be observed that in the case of "The Landport and Southsea Tramway Act, 1863," (c. 43), the parties were restricted from laying more than one line of Tramway across certain roads. That Act also prescribed conditions for the position and construction of the Tramway along roads.

Section 61. It appears to be doubtful whether it would be in accordance with the practice of Parliament to authorise, as is proposed in this clause, agreements between this Company and future Tramway Companies at Ryde, not named in the Bill: or to authorise agreements with respect to the *making* of Tramways of one Company by another Company.

Interference with Tidal Waters.

Tidal waters.

On the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, the intended works being within the limits of Portsmouth Naval Station, over which the Admiralty has retained its jurisdiction, pursuant to the 9th Section of "The Harbours Transfer Act, 1862."

2. Saltash and Callington Railway Bill.

Objects.

THE objects of this Bill are to incorporate "The Saltash and Callington Railway Company" with a capital of 100,000 *l.* in 10 *l.* shares, and 33,300 *l.* by loan, and to empower them—

To make a broad-gauge Railway, length 9 miles 38 chains, and Branch, length 32 chains, from a double junction with the Cornwall Railway, near the Saltash Station, to the authorised Line of the Tamar, Kit Hill, and Callington Railway, at Callington:

To enter into working and traffic arrangements with the Cornwall Railway Company.

No observation by the Board of Trade appears necessary.

Scarborough and Whitby Railway Bill.

Objects.

THE objects of this Bill are to incorporate "The Scarborough and Whitby Railway Company," with a capital of 275,000 *l.* in 10 *l.* shares, and 91,600 *l.* by loan, and to empower them—

To make a Railway (No. 1), length 19 miles 25 chains, from Seamer-lane, near Scarborough, passing generally near the coast, to the Eastern side of the River Esk at Whitby; with two Junction Lines (Nos. 2 and 3), together 34 chains in length, to the North Eastern Railway, near its Scarborough station; and an Extension Line (No. 4), length 1 mile 62 chains from (No. 1) at Whitby to a junction with the North Eastern Railway at Sneaton:

To enter into working and traffic arrangements with the North Eastern Railway Company.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Ryde Pier Tramways Bill.*]
- [2. *Saltsash and Callington Railway Bill.*]
- [3. *Scarborough and Whitby Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of this Session.”

Skipton, Wharfedale, and Leyburn Junction Railway Bill.

THE objects of this Bill are to incorporate “The Skipton, Wharfedale, and Leyburn Junction Railway Company,” with a capital of 400,000 *l.* in 20 *l.* shares, and 133,000 *l.* by loan, and to empower them—

To make a Railway, length 31 miles 5 chains, from a junction with the North Western Line of the Midland Railway near Skipton, passing by Linton, along the valley of the River Wharf, by Kettlewell, and along the valley of the River Cover, by Middleham, to a junction with the Northallerton, Bedale, and Leyburn Branch of the North Eastern Railway at Fingall:

To run over the portion of the North Western Railway between the intended junction and Skipton Station, and to use that station; and to run over the portion of the North Eastern Railway between the intended junction and Northallerton, and to use the stations thereon:

To interchange traffic facilities, by through booking and otherwise, with the Companies owning or working those portions of railway:

To enter into working and traffic arrangements with the Midland, the North Eastern, and the Lancashire and Yorkshire Railway Companies.

Section 26. Reference may be made to the Observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24. Observation.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Skipton, Wharfedale, and Leyburn Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

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In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Southampton and Isle of Wight Railway Bill.

THE objects of this Bill are to incorporate “The Southampton and Isle of Wight Railway Company,” with a capital of 70,000*l.* in 10*l.* shares, and 23,300*l.* by loan, and to empower them—

To make a Railway, length 8 miles 53 chains, from the Southampton and Dorchester line of the London and South Western Railway, near Wood Fidley Bridge, along the eastern side of the Beaulieu River to the Solent at Stone Point, with a second junction line, length 16 chains, at Wood Fidley Bridge:

To enter into working and traffic arrangements with the London and South Western Railway Company.

Section 21. It would be more accurate, and it seems desirable, after “subject Observation. to the provisions of this Act,” to add, “and of the Acts and parts of Acts incorporated herewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instance, viz :—

No. 1 skirts the Beaulieu River, and terminates at low-water mark, near Stone or Stan’s Ore Point.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of sections 13 to 19, both inclusive, “Protection to Navigation,” of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Southampton and Isle of Wight Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Stourbridge Canal Bill.

BY this Bill it is proposed to repeal the Acts of 1776 and 1782, under which “The Company of the Proprietors of the Stourbridge Navigation” is now constituted, and to consolidate and amend their provisions; and to incorporate the Company under “The Companies Clauses Consolidation Act, 1845,” as “The Stourbridge Canal Company.” Objects.

The present authorised capital of the Company, consisting of 43,000 *l.*, divided into 300 shares, is to be converted by the Bill into a nominal capital of 90,000 *l.* in 100 *l.* shares, to be divisible into 10 *l.* shares.

The Company may raise further sums of 18,000 *l.* by new shares, with or without a preference; and 15,000 *l.* by loan.

The dividend upon the Company’s capital is not to exceed eight per cent. per annum.

The Bill fixes new rates of toll; and it is further proposed that, in respect of the expenses of maintaining the Canal having increased in late years, the Company may levy tolls for the use of certain level portions of their Canal, which may at present be used without toll.

Section 9. My Lords are not aware whether this Company enjoy any exemption from parochial or other local rates, a privilege that was not unfrequently conferred on the undertakers of canals about the time of the formation of this Company. Should such exemption exist, the terms of this Bill, and more particularly of Section 9, would seem to confirm and continue it. Observations.

It may be observed that the Bill does not contain a provision for the transmission to the overseers of the poor of copies of an abstract of the annual accounts of the Company’s receipts and payments, such as is contained in the 107th Section of “The Railways Clauses Consolidation Act, 1845.”

Under Section 110 any excess of the clear profits beyond the eight per cent. dividend on the increased amount of the Company’s nominal capital is to be applied towards paying off debt, improving existing works, or the construction of new works. It may deserve consideration whether provision should not be made in the Bill that, in the event of the Company’s having no undischarged debt, and of there being no occasion for the employment of surplus profits in works of improvement or of extension, reduction should be made in the tolls then charged for the use of the Company’s Canal; as in the case of certain Railways under 7 & 8 Vict., c. 85, s. 1, and of certain Waterworks, under 10 & 11 Vict., c. 17, s. 76.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Stourbridge Canal Bill.]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
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WATERS, of Session 1865.

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7. February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Sutherland Railway Bill.

THE objects of this Bill are to incorporate “ The Sutherland Railway Com-
pany,” with a capital of 180,000 *l.* in 10 *l.* shares, and 60,000 *l.* by loan, and to
empower them— Objects.

To make a Railway, length 32 miles 28 chains, from the Inverness and Aberdeen Junction Railway at the Bonar Bridge Station, by Lairg and Golspie to Brora, to be completed, as to the first 26 miles, within six years, and as to the remainder, within ten years:

To enter into agreements with the Inverness and Aberdeen Junction Railway Company for the joint use of the Station at Bonar Bridge:

To enter into working and traffic arrangements with the Inverness and Aberdeen Junction, and the Inverness and Perth Junction Railway Companies.

The Bill requires each of the two latter Companies to subscribe the sum of 15,000 *l.*, which they may raise by new shares, and it authorises those two Companies to guarantee the interest of the new Company's debenture debt.

The Bill further provides that a right of way claimed over ground between the sea and the road from Brora to Golspie shall be extinguished.

Sections 15 and 21. This Bill does not contain the usual conditions that no share shall be issued till one-fifth of its amount is paid up, and that no money shall be borrowed until one-fifth of every share is paid up. Observations.

Section 23. After “ Acts ” in line 15 of page 7, should be added “ and Parts of Acts.”

Section 25. After “ 1845 ” in the second line, should be added, “ and in Part I. of ‘ The Railways Clauses Act, 1863.’ ”

Section 27 provides that at a certain portion of the Railway, viz., between 26 miles and 30 miles, the Company shall make the Railway, and shall construct any such fences, sea walls, or works as shall be required by the Duke of Sutherland. In order that this provision may not derogate from the jurisdiction vested in the Board of Trade for the protection of navigation, there should be inserted in this clause after “ contained ” in the first line, words to the following effect, viz., “ but subject and without prejudice to the jurisdiction vested in the Board of Trade with respect to works in, over, or affecting tidal waters.”

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The Railway crosses the Oykel at Portnalick ; it skirts the shore at intervals from Golspie to Brora.

Such interference renders necessary the incorporation in the Bill of “ The Railways Clauses Consolidation (Scotland) Act, 1845,” and of Sections 13 to 19, both inclusive (“ Protection to Navigation”), of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments. *See above under Section 27.*

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

* [*Sutherland Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

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Wood Green, Winchmore Hill, and Enfield Railway Bill.

THE objects of this Bill are to incorporate the “Wood Green, Winchmore Hill, and Enfield Railway Company,” with a capital of 160,000 *l.* in 10*l.* shares, and 53,000*l.* by loan, and to empower them

To make the following Railways, viz. :—

(1), length 2 miles 50 chains, from the Great Northern Railway, near its Wood Green station, to Edmonton;

(2), length 1 mile 70 chains, from (1), at Edmonton, to the Enfield Branch of the Great Eastern Railway, at its Enfield station;

(3), length 3 miles 55 chains, from (2), to the Cambridge line of the Great Eastern Railway, near its Ordnance station;

(4), (5), and (6), of an aggregate length of 1 mile 16 chains, forming second junctions respectively with the Great Northern and Great Eastern Railways:

To run over the portions of the Great Northern Railway, and the Cambridge Line of the Great Eastern Railway, between the intended Junctions and the Wood Green and the Ordnance Stations respectively; and to use those stations:

To enter into working and traffic arrangements with the Great Northern and the Great Eastern Railway Companies.

The Bill provides that the Company shall run on every week day a train in the morning from Enfield to the Ordnance Station, and in the evening from the Ordnance Station to Enfield at low fares for the labouring classes.

Sections 16 and 18. It would be more accurate, and it seems desirable, to insert in these clauses after “subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 32. See observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Wood Green, Winchmore Hill, and Enfield
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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and TIDAL WATERS, of this Session.”

Bristol Docks Bill.

BY this Bill it is proposed to authorise the Corporation of Bristol—

Objects.

- To improve the channel and course of the River Avon for about $1\frac{1}{2}$ miles :
- To improve Cumberland Basin, and to make new entrances thereto :
- To purchase Rownham Ferry and alter its site :
- To raise for the purposes of the Bill on mortgage of the dock estate of the Corporation and of the Borough rates the sum of 230,000*l*.

Section 1. It would be in accordance with the practice of Parliament that the proposed exception of the provisions of “ The Harbour, Docks, and Piers Clauses Act, 1847,” should not be absolute, but should continue only until the Corporation shall be called upon by the Board of Trade to provide a life boat or a tide and weather gauge. Observations.

Section 3. It is desirable that the powers given by this clause should be expressed to be “ subject to the provisions of this Act, and of the Acts incorporated herewith.”

Section 22. It would be in accordance with the practice of Parliament to add to the reservations in this Clause, that nothing in the Bill contained shall be deemed to exempt the Corporation or their Harbour or Docks from the revision under the authority of Parliament of the Harbour and Dock rates authorised by any Act relating to the Corporation.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz. :—

The alteration of the bed of the River Avon from about 400 yards above Rownham Ferry, to about a mile and a half below it:

The construction of a new Entrance Dock, and the improvement of the approaches to the South Entrance Dock, of the Cumberland Basin.

Such interference renders necessary the incorporation in the Bill of “ The Harbours, Docks, and Piers Clauses Act, 1847 ” (which is incorporated with it), and also the insertion of provisions for the protection of navigation, to the effect of section 13 (relating to lights on works), and sections 18 and 19 (relating to abatement of works abandoned or decayed, and to survey of works, by the Board of Trade) of the Railways Clauses Act, 1863.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Bristol Docks Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
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WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Connah's Quay Railways and Docks Bill.

THE objects of this Bill are to enable the Wrexham, Mold, and Connah's Quay Railway Company—

To raise further sums of 390,000*l.* by shares, and 130,000*l.* by loan:

To make the following Railways, viz. :—

(No 1), length 4 miles 79 chains, from this Company's authorised line at Spon Green to the Buckley Railway at Connah's Quay;

(No. 2), length 1 mile 42 chains, from No. 1 at Killin's Farm to the Buckley Railway at Connah's Quay;

(No. 3), length 60 chains, from No. 1 to Mancot Old Bank Colliery.

And to construct Docks and Works in connection therewith communicating with the River Dee, in the Parish of Northop, in the County of Flint.

Section 2. As to the interpretation of Part 1 of the Railways' Clauses Act, 1863, for the purposes of this Bill, *see* the end of this Report. Observations.

Section 4. With respect to the proposed power to create preferential capital for the proposed new works, it is to be observed that the Company have not opened for traffic their original line.

Sections 16 and 22. The periods allowed for compulsory purchase and for completion of works are usually limited to three years and five years respectively.

Sections 31—34. In Section 32 it is provided “that the deposited Plans shall be deemed to be approved by the Board of Trade.” The object of this provision appears to be to deprive the Board of Trade of that opportunity of fully considering before their execution is commenced, the plans, working drawings, &c., of the intended works in tidal waters, with reference to the interests of navigation, which the policy of Parliament has reserved to a Public Department by the 17th Section of “The Railways Clauses Consolidation Act, 1845,” and the 12th Section of “The Harbours, Docks, and Piers Clauses Act, 1847.” No ground is alleged in the Bill for the obviously objectionable departure from the usual course of legislation proposed in this proviso in Section 32. With respect to the remaining provisions in Sections 31—34, it is to be observed, that they would be advantageously omitted from the Bill, inasmuch as they purport to give to the Board of Trade certain powers which are adequately and more usefully given to that Board by the above-mentioned clauses of the General Acts of 1845 and 1847, and by Part I. of “The Railways Clauses Act, 1863,” incorporated with this Bill.

Section 48. The last proviso in this clause would seem to have the effect of precluding the masters of ships, and other persons interested in goods to be shipped

shipped or unshipped at the Docks, from employing the crews of such ships, if the Company will supply other persons for hire for those services. This seems be unusual and not desirable.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances; viz. :—

Railway No. 2 is to cross the mouth of Wepre Brook, and to pass along the foreshore of the River Dee to Connah's Quay;

Docks and a Reservoir, with all necessary works and appliances, on the tidal lands between high and low water-mark of the left shore of the River Dee, along the channel of the Wepre Brook, near Connah's Quay;

A straightening and diversion of the low-water channel of the River Dee opposite Connah's Quay, the present channel to be left as an access to the intended Docks.

It has been represented to the Board of Trade, that the bend in the River Dee at Connah's Quay, which it is proposed by this Bill to close to shipping passing along the river by substituting another channel, is the only safe anchorage for some distance above and below it, for vessels waiting for a tide. There is therefore serious objection to the proposed alteration in the river channel. In other respects, also, the proposed works do not appear to my Lords to be such as can be sanctioned without alteration.

The case is therefore one in which, far from assuming, as is proposed in Section 32 of this Bill, the present approval of the deposited Plans by the Board of Trade, the usual full powers should be reserved to that Department to prevent the execution of the works, except in accordance with plans, working drawings, &c., which may be approved by it, after being submitted to the Board in the ordinary way before the works are commenced.

If the above-mentioned interferences with tidal waters be sanctioned, they would render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railway Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to include the Docks and Works connected therewith authorised by this Bill.

The Bill proposes to incorporate these enactments, but it does not contain the explanatory clause last mentioned.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Connah's Quay Railways and Docks Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCLXXIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Dee and Mersey Junction Railway Bill.

THE objects of this Bill are to incorporate “The Dee and Mersey Junction Railway Company,” with a capital of 225,000*l.*, in 10 *l.* shares, and 75,000 *l.* by loan, and with powers—

To make the following Railways, viz. :—

No. 1, length 14 miles 42 chains, from a junction with the Buckley Railway at Connah’s Quay, in Flintshire, crossing the River Dee, a short distance above Connah’s Quay, then passing northward over a part of the estuary of the River Dee, and between Neston and Little Neston, to a junction with the authorised line of the Hoylake Railway near Bidstone, in Cheshire :

No. 2, length 20 chains, in the parishes of Northop and Hawarden, in Flintshire :

No. 3, length 27 chains, from No. 1 to the authorised line of the Hooton and Parkgate Railway, at Little Neston, in Cheshire :

To interchange traffic facilities with the London and North Western, the Great Western, the Wrexham, Mold, and Connah’s Quay, the Buckley, and the Hoylake Railway Companies, and the Mersey Docks and Harbour Board :

To run over the Wrexham, Mold, and Connah’s Quay, the Buckley, and the Hoylake Railways, and to use their stations :

To enter into agreements for the maintenance and working of the intended Railways with the Wrexham, Mold, and Connah’s Quay, and the Hoylake Railway Companies, and for traffic purposes with the five Companies above mentioned, and the Mersey Docks and Harbour Board.

The Bill further authorises the Wrexham, Mold, and Connah’s Quay Railway Company to subscribe 100,000 *l.*, and the Hoylake Railway Company 50,000 *l.*, in the capital of the new Company ; and to guarantee dividend on all or any part of that capital ; and to raise the amount of their subscriptions by new shares.

Section 2. It would be proper to insert “ expressly ” before “ varied,” in the Observations. last line but two of this clause.

Section 23. The place in which Railway No. 1 will terminate might be properly described more definitely.

Section 24. After “ subject to the provisions of this Act,” should be added, “ and of the Acts and parts of Acts incorporated herewith,” as in Section 22.

Section 40. Reference may be made to the observations on “ Running Powers ” in the General Report of the Board of Trade, on Railway, &c. Bills of this Session, page 24.

Section 45. With respect to the proposed power to the Connah's Quay and the Hoylake Companies to guarantee interest or dividend on the capital of the new Company, it is to be observed that those Companies have not opened their original lines.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1, for a length of 6 furlongs from its commencement at Connah's Quay, is to pass along the foreshore of the left side of the River Dee :

Railways Nos. 1 and 2 are to meet at a point on the foreshore, close to the left side of the water channel of the River Dee, and near the mouth of Wepre Brook :

Railway No. 1 is to cross the River Dee, a little above the point at which it enters the Dee Estuary, by a viaduct 360 yards in length, of 15 openings, each 60 feet wide and 15 feet high above high water, and one drawbridge of 85 feet span :

Railway No. 1 is to cross the foreshore of the Dee Estuary at its upper end, for a distance of about three miles, between the right side of the River Dee and Denhall House.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

It appears to my Lords that the proposed viaduct and drawbridge must not only prove a serious obstruction to the navigation of the River Dee, but placed as they would be across a narrow and rapid tideway, they must become a source of much danger to shipping, especially to vessels which may have to anchor to wait for the opening of the bridge.

It seems to be a question for the consideration of the Committee on this Bill, whether a Railway crossing the River Dee below Chester, is so far needed, as that the construction of this line in the manner proposed, would compensate by its general utility for the injury it must cause to the navigation.

Much less objection would attach to a high-level viaduct ; and if a crossing of the River Dee by a Railway at this place be now sanctioned, my Lords submit that there should be reserved to the Board of Trade full power to require that the viaduct be constructed with such headway and spans as will render unnecessary an opening span, and as the Board of Trade may think requisite for the safety and convenience of the largest class of vessels navigating the River Dee, above that place ; and clauses should be inserted in the Bill to empower the promoters to make any alterations in the line and levels of the Railway which may be necessary to enable them to construct such high-level viaduct.

If provisions for these purposes cannot at this period of the Session be introduced into this Bill, my Lords would submit that this scheme, without the modifications above mentioned, is not one which it is desirable to sanction.

Board of Trade,
March 1865.

James Booth.



RAILWAY AND CANAL, &c. BILLS.

[*Dee and Mersey Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Ely and Ogmore Valleys Junction Railway Bill.

THE objects of this Bill are to incorporate “The Ely and Ogmore Valleys Objects.
Junction Railway Company,” with a capital of 36,000 *l.* in 10 *l.* shares, and
12,000 *l.* by loan, and to empower them,—

To make a Railway, on the broad, the narrow, or the mixed guage,
length 4 miles 23 chains, from a junction with the Gellyrhaid Branch of
the Ely Valley Railway at Llantrissant, to a junction with the Ogmore
Valley Railway at Llangeinor, with a second junction Branch, length
40 chains, to the latter Railway, at the same place:

To enter into working and traffic arrangements with the Great Western,
the Ely Valley Extension, the Ogmore Valley, and the Llynvi Valley
Railway Companies.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Ely and Ognore Valleys Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Metropolis Sewage and Essex Reclamation Bill.

By this Bill it is proposed to incorporate “ The Metropolis Sewage and Essex Reclamation Company,” with a capital of 2,100,000 *l.* in 10 *l.* shares, which may be increased to 3,000,000 *l.*, and power to raise by mortgage, by debenture stock, and by rentcharges, a further sum equal to one-third of the share capital, and with powers,— Objects.

To embank and reclaim, within a period of 14 years (which may be extended by Order in Council) waste lands in the Foulness Sands, the Dengie Flats, Saint Peter’s Sands and the Ray Sands on each side of the Estuary of the River Crouch, in Essex, forming two areas of a joint extent of more than 11,000 acres, more particularly described below; such lands when reclaimed to be vested in the Company, subject to compensation for any rights, other than those of the Crown :

To irrigate, cultivate and carry on farming operations on the reclaimed lands, and to let on mortgage such lands, or sell the same, with a perpetual right to sewage irrigation :

To construct within 10 years a Main Conduit, length 27 miles 62 chains, from the Northern Outfall Main Sewers of the Metropolitan Main Drainage at West Ham, to Rawreth, in Essex; thence to be continued by the “ Dengie Conduit,” length 17 miles 78 chains, to Tillingham, in the Dengie Flats on the North Side, and by the “ Foulness Conduit,” length 16 miles 24 chains, to Eastwick Head, in the Foulness Sands, on the North Side of the River Crouch; with a “ Woolwich Branch Conduit,” length 3 miles 41 chains, from the Metropolitan Main Drainage East Reservoir :

To apply the sewage to the reclaimed lands, and by agreement with the owners to any other lands near the Conduits :

To make agreements with the South Essex Estuary and Reclamation Company (incorporated in 1852), with respect to the exercise of the powers of that Company by the new Company.

The Bill provides that the net profits of the undertaking, if not exceeding 5 per cent. per annum on the paid-up capital of the Company, shall belong to the Company; and if exceeding such 5 per cent., shall be divisible between the Company and the Metropolitan Board of Works in certain proportions, varying with the amount of such profits, and to be subject to revision at the end of 34 years; at the end of 54 years that Board to be entitled to take the Company’s conduits and irrigation works at a valuation, and to withdraw the sewage from their unsold lands.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

1. The inclosing of portions, nearly 4,000 acres in extent, of St. Peter's Sands, the Dengie Flats, and the Ray Sands, by an embankment 9 miles 46 chains in length, extending from Holywell Point, on the north side of the River Crouch, to Sales Point on the south side of the River Blackwater. The line of embankment shown on the deposited plans runs in some places at a distance of more than a mile seaward from high-water mark, and the limits of deviation follow the line of low water of ordinary spring tides.

2. The inclosing of a part, nearly 8,000 acres in extent, of the Foulness Sands, by an embankment 12 miles in length, commencing at Foulness Point, on the south side of the River Crouch, running about $2\frac{1}{2}$ miles seaward, parallel with the low water channel of that river, then parallel with the coast to a point opposite Shelford Head, and thence to the main land at Shelford Head. The line of embankment and the limit of deviation shown in the deposited plans are at an average distance of about $1\frac{1}{2}$ miles, and $2\frac{1}{2}$ miles seaward from high-water mark. The limit of deviation crosses Shelford Creek.

3. The "Foulness Conduit" passes under the River Roach about a mile from the River's mouth, by a tunnel.

4. The Woolwich Branch Conduit passes under Barking Creek, near the Creek's mouth, by a tunnel.

Observations.

Section 4. Having regard to the extensive works in tidal waters, which it is proposed to execute under the authority of this Bill, there should be added to the clauses which it is here proposed to incorporate, of "The Railways Clauses Consolidation Act, 1845," Section 17 of that Act, which provides that no works below high-water mark shall be constructed, or afterwards altered without the approval of the Department of Woods, and also of the Board of Trade (in which Board the jurisdiction in these matters is now vested, which formerly belonged to the Admiralty); and there should also be incorporated with the Bill, as applying to the works authorised by it, instead of to the "Railway," the following clauses of "The Railways Clauses Act, 1863," viz. : Section 13 (relating to lights on the works); Section 17 (relating to deviation seawards); Section 18 (relating to abatement of works abandoned or decayed); and Section 19 (relating to survey of works, by order of the Board of Trade).

Besides the above, which are the ordinary provisions for the protection of navigation, it would be proper to add to this Bill clauses for the maintenance of the navigable channels of the East and West Swin, and the channels leading to the Crouch and the Blackwater Rivers, similar to Sections 35 and 39, of the the "South Essex Estuary and Reclamation Act, 1852"; even though the proposal in Section 85 of this Bill to authorise a transfer to the new Company of the powers given by that Act be not sanctioned.

Section 32. Having regard to the wide limits of deviation seaward shown on the deposited plans, the general power contained in this clause to embank all waste lands delineated and described in the deposited plan and book of reference, renders necessary the incorporation with the Bill as above suggested of Section 17 (which restricts deviation seaward or riverward without the consent of the Board of Trade) of "The Railways Clauses Act, 1863."

Section 85. The powers, rights, and privileges given by "The South Essex Estuary and Reclamation Act, 1852," to the Company thereby incorporated, the exercise and enjoyment of which it is here proposed may be transferred to the new Company, appear to have been still more extensive, as regards enclosing of the sands on the eastern coast of Essex, and interference with navigable channels, than those which are expressly given by this Bill. The powers of the Act of 1852 were limited to expire on 17th June 1866.

If any transfer of those powers to the new Company be authorised, it may deserve consideration whether it should not be expressly provided by this Bill that the new Company shall exercise the powers of the Act of 1852 only within the limits referred to in Section 32 of this Bill, and only during the period during which they might be exercised pursuant to the Act of 1852.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolis Sewage and Essex Reclamation
Bill.*]

FURNER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Perth General Railway Station Bill.*
 2. *Perth General Railway Station, Scottish Central, &c. Railway Companies Bill.*
 3. *Perth General Railway Station, Scottish Central, &c. Railway Companies (Station Hotel, &c.) Bill.*
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1. *Perth General Railway Station Bill.*

By this Bill, which appears to be promoted by the Scottish Central Railway Company, it is proposed to enable that Company—

To raise further sums of 15,000*l.* by shares, and 5,000 *l.* by loan :

To make the several Railways described in Section 17 of the Bill, of an aggregate length of 1 mile 15 chains, comprising a new main double line of Railway (No. 1) through the General Station at Perth, and other lines and sidings in and near that station; the new main line to be in lieu of the present main line, which is to become part of the General Station, under the control of the Joint Committee.

The Scottish North Eastern, the North British, and the Inverness and Perth Junction Railway Company, are respectively to pay interest to the Company upon portions of the cost of construction of Railway (No. 1).

The Scottish Central Railway Company are to be empowered, either separately or together, with the three above-mentioned Companies, or with any of them, to construct an hotel and refreshment rooms within or adjacent to the General Station at Perth.

No observation by the Board of Trade appears necessary.

2. *Perth General Railway Station, Scottish Central, &c., Railway Companies Bill.*

By this Bill, which appears to be promoted by the Scottish North Eastern, the North British, and the Inverness and Perth Junction Railway Companies, it is proposed to repeal the existing enactments for the constitution of the Joint Committee of those three Companies and the Scottish Central Railway Company for the management of the Perth General Station, and to make new provisions for the appointment of such Joint Committee, for the election of an annual chairman, and for regulating the votes of the members.

The Joint Committee are to be incorporated as “The Perth General Station Committee,” and are to have vested in them the existing station, with certain

additions, and the management and appropriation of existing and future works within the limits of the station.

The Joint Committee are to be authorised—

To raise a sum of 13,000*l.* as a “temporary loan,” on the credit of their income, and of the sums to be payable by the four Companies for the purposes of the new works :

And to make the several Railways and sidings of a length of 70 chains, and enlargement of platforms at the station, described in Section 36 of the Bill ; of which Railway No. 1. is to be in lieu of the main lines of Railway within the station limits now belonging to the Scottish Central Railway Company ; and Railway No. 2 is to be used by that Company as an access to ground, on which they are to be required to form a Goods Station, in lieu of their present portion of the Saint Leonard’s Goods Station, the whole of which is to be appropriated under the Bill to the North British Railway Company.

No observation of the Board of Trade appears necessary.

3. *Perth General Railway Station, Scottish Central, &c., Railway Companies (Station Hotel, &c.) Bill.*

By this Bill, which appears to be promoted by the Scottish North Eastern, the North British, and the Inverness and Perth Junction Railway Companies, it is proposed to authorise the Joint Committee of the Scottish Central, the Scottish North Eastern, the North British, and the Inverness and Perth Junction Railway Companies, for managing the General Station at Perth, with the consent of the four Companies, or of the majority of them, to lease part of the ground within the station limits for an hotel, with refreshment rooms :

To enable the Scottish North Eastern, the North British, and the Inverness and Perth Junction Railway Companies to subscribe and hold shares for 15,000*l.* in the capital of any Hotel Company to whom such lease may be made :

To enable these three Companies, or any two of them, if other lessees be not found, to take such lease, and to erect and carry on an hotel with refreshment rooms, and to apply for such purpose an aggregate sum of 20,000 *l.* out of their authorised funds.

It is further provided in this Bill that the powers by it vested in the Joint Committee, as at present established, are, in the event of the *Perth General Railway Station, Scottish Central, &c. Railway Companies Bill* of this Session being passed, to be transferred to the Joint Committee proposed to be incorporated by that Bill.

• No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Perth General Railway Station Bill.*]
 - [2. *Perth General Railway Station, Scottish Central, &c. Railway Companies Bill.*]
 - [3. *Perth General Railway Station, Scottish Central, &c. Railway Companies (Station Hotel, &c.) Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Tyne Improvement Bill.

By this Bill it is proposed to provide funds amounting to 275,000*l.* for the construction of the Tynemouth Docks at Low Lights, authorised by “The Tyne Improvement Act, 1861,” by contributions from the Blyth and Tyne Railway Company ; from the Duke of Northumberland and Lord Hastings, as way leave rent owners ; from the proprietors of certain collieries ; from the Corporations of Newcastle and of Tynemouth, and from the Tyne Improvement Commissioners ; and to authorise the Commissioners to raise a sum of 200,000 *l.*, by mortgage of the rates for the Tynemouth and Northumberland Docks : Objects.

To make further provision for the protection of the navigation of the river by penalties against unlicensed discharge of refuse into it, and by regulations to prevent accidents :

To give to the Tyne Improvement Commissioners further powers of making bye-laws to regulate the disposal of refuse cast into the sea ; the berthing of vessels ; the maintenance of the river sides ; the licensing of persons employed on the river ; the superintendence of the river, and of the beacons and light-houses thereon ; the navigating and mooring of vessels ; the use of the quays and other property of the Commissioners by vehicles ; and the loading and discharging of vessels in the two Docks ; and to enable the Commissioners to provide steam-tugs, and to fix the rates for tonnage, whether by their own vessels or by those of others :

To transfer to the Tyne Improvement Commissioners the duty of maintaining the Old Tyne Bridge at Newcastle, and the existing fund for the protection of the Corporation of Newcastle, and the Ecclesiastical Commissioners in respect of its maintenance :

To provide for the regulation of vessels in passing through the new Swing Bridge, when substituted for the Old Tyne Bridge :

To authorise the Tyne Improvement Commissioners to purchase out of the Tyne Improvement Fund (by agreement) the rights of the Dean and Chapter of Durham in the North and South Shields Ferry, and the Five-eighths of the coal dues reserved to the Corporation of Newcastle by “The River Tyne Improvement Act, 1850 :”

To raise an additional sum of 100,000 *l.* on the credit of the Tyne Improvement Fund for the general purposes of the Tyne Improvement Acts :

To collect, under powers and provisions in this Bill, in lieu of those in “The Harbours, Docks and Piers Clauses Act, 1847,” the rates payable to the Tyne Improvement Commissioners :

To take certain lands ; and to make graving docks in the Northumberland and the Tynemouth Docks :

To make a tunnel under the River Tyne, above the Old Tyne Bridge, either alone or in conjunction with the Newcastle and Gateshead Water and Gas Companies, and to contribute to the making of the tunnel

under the river, authorised by "The Newcastle and Gateshead Gas Act, 1864."

The Bill repeals, as being prejudicial to the trade of the River, the Tyne Coal Turn Act, of 1845 (8 & 9 Vict. c. 73, Local), which would expire in 1866.

Observations.

Section 27. With reference to this power to borrow additional sums on mortgage of the rates of the two Docks, it would seem to be proper to reserve the priority of existing mortgages of those rates, as was done in Section 33 of "The Tyne Improvement Act, 1861."

Section 51. With respect to the power given in paragraph 6 of this Clause to the Tyne Improvement Commissioners to make bye-laws for regulating the management and superintendence of the beacons and lighthouses placed in the river and port, and on the sides of the river, my Lords would point out that the authority of the Commissioners in those particulars should not be independent of the General Lighthouse Authority; and that it is important that the control of the General Lighthouse Authority should be expressly reserved in the Bill by adding to paragraph 6 words to the following effect:—"But as to beacons and lighthouses, subject and without prejudice to the provisions relating to lights, buoys, and beacons, of 'The Merchant Shipping Act, 1854,' and of Acts from time to time in force for amending that Act."

Sections 63-69. In these clauses power is proposed to be given to the Corporation of Newcastle to sell and transfer to the Tyne Improvement Commissioners the coal dues and other shipping rates and dues, now belonging to the Corporation under "The River Tyne Improvement Act, 1850." My Lords desire to observe that this is consistent in principle with the suggestions on this subject made in various reports of Royal Commissions, and of the Board of Trade, as well as with the intention of the Legislature, as expressed in "The Harbours and Passing Tolls, &c., Act, 1862." The sum to be payable for the purchase of these dues is left, by Section 63 of this Bill, to be settled by agreement between the two contracting parties, or by arbitration, if they prefer that course. On this point my Lords have to suggest that it might be desirable to fix in the Bill some definite limit of the burden that may be imposed on the trade of the river for this purchase. In the case of the Liverpool Town Dues on Shipping the price to be paid for their acquisition by the port authorities was about ten years' purchase of those dues.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters might perhaps take place under the powers proposed to be taken in this Bill for the construction of a tunnel under the River Tyne, about 20 yards westward of the old Tyne bridge.

It would therefore be proper to incorporate with this Bill (in Section 4) the provisions contained in Section 17 (relating to approval of Plans, &c.) of "The Railways Clauses Consolidation Act, 1845," and in the following sections of "The Railways Clauses Act, 1863," viz., Section 13 (relating to lights on works), Section 18 (relating to abatement of works abandoned or decayed), and Section 19 (relating to survey by order of the Board of Trade); and in Sections 73 and 74 of this Bill there should be added, after "subject to the provisions of this Act," the words, "and of the Acts wholly or partially incorporated herewith."

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Tyne Improvement Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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3--CCLXXX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Regent's Canal (Limehouse Basin and Cut) Bill.*
 2. *Rickmansworth, Amersham, and Chesham Railway Bill.*
-

1. *Regent's Canal (Limehouse Basin and Cut) Bill.*

By this Bill it is proposed—

Objects.

To repeal the existing prohibition of the bonding of timber at the Limehouse Basin of the Regent's Canal :

To enable the Regent's Canal Company to acquire lands and arrange with the River Lee Trustees for the formation of a new Channel and entrance between the Limehouse Cut of the River Lee and the River Thames ; and to acquire lands for the improvement of the Company's Limehouse Basin :

To execute works for the improvement of the Limehouse Basin, and to make a wharf in the River Thames :

To raise a further sum of 303,000 *l.* by shares, and to borrow 351,000 *l.*, inclusive of the Company's present mortgage debt of 109,550 *l.*

Section 59 enables the Company to license any person to have the use and enjoyment of any part of their wharf, &c. for any time. This provision seems, in effect, to give a power to alienate indefinitely the use of the Company's works, and goes beyond the 23d section of “ The Harbours, Docks, and Piers Clauses Act, 1847,” which authorises leases of the use or occupation of any warehouses, wharfs, &c. but for a term not longer than three years at one time. Observations.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters. instances, viz. :—

A new entrance to the existing Basin, with two jetties in the River Thames.

The Bill appears to contain the requisite provisions, so far as respects the jurisdiction of the Board of Trade, for the protection of navigation.

2. *Rickmansworth, Amersham, and Chesham Railway Bill.*

THE object of this Bill is to extend to 1st August 1867 the time for the compulsory purchase of land, and to 1st August 1868 the time for construction, with respect to the line authorised by “ The Rickmansworth, Amersham, and Chesham Railway Act, 1862.” Object.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Regent's Canal (Limelouse Basin and Cut) Bill.*]

[2. *Richmansworth, Amersham, and Chesham Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Lancashire Railways and Dock Bill.

THE objects of this Bill are to incorporate “The South Lancashire Railways and Dock Company,” with a capital of 700,000 *l.*, in 25 *l.* shares, and 216,000 *l.* by loan, and to empower them :

To make the following Railways, viz. :—

(No. 1), “Main Line, Northern Division,” and (No. 10), “Main Line, Southern Division,” of a joint length of 19 miles 61 chains, from a Junction with the Liverpool and Bury Line of the Lancashire and Yorkshire Railway at Ince, in Makerfield, near and at the east of Wigan, passing by Ashton-in-Makerfield, St. Helen’s, Prescott, and Childwall, to Toxteth Park, near Liverpool :

(Nos. 3, 4, 19, 20, and 21), Junction Lines, of an aggregate length of 1 mile 38 chains, to the North Union, the Eccles, Tyldesley, and Wigan, and the Liverpool and Manchester Lines of the London and North-Western Railway, and to the Garston and Liverpool Railway :

(No. 5), “The Pemberton Branch,” length 2 miles 23 chains, to the Liverpool and Bury Railway, near and at the west of Wigan :

(No 12), “The Blackbrook and Rainford Branch,” length 2 miles 37 chains, to the St. Helen’s Railway, at its Moss Bank Station ;

And 12 Colliery Branches, of the aggregate length of 4 miles 30 chains :

To make a Dock at Toxteth Park, near Dingle Point, upon the right or Lancashire shore of the Mersey :

To run over portions of the London and North-Western, and the Lancashire and Yorkshire, and the North Union Railways, and the whole of the Garston and Liverpool, the Preston and Wyre, and the Liverpool Central Station Railways ; and all other Railways which it may be necessary for the Company to run over, to obtain access to Fleetwood, Manchester, Runcorn, Garston, and Widnes :

To interchange traffic facilities, by through booking and carriages and otherwise, with the above Railway Companies :

To enter into agreements with the London and North-Western, the Lancashire and Yorkshire, the Liverpool Central Station, and the Manchester, Sheffield, and Lincolnshire Railway Companies, with respect to the construction, working, and traffic of the respective Railways, Docks, and other Works of the contracting Companies.

Observations.

Section 34. *See* Observations on "Running Powers," in the General Report of the Board of Trade, on Railway, &c., Bills of this Session, page 24.

Section 46 purports to enable the Company to use and inclose and acquire the ownership of all roads, &c. abutting on both sides upon lands which shall be taken by the Company. This power appears not to be confined to roads, &c. near the proposed Dock, but to extend to roads, &c. at any part of the Company's Railways. Such general power to stop up and appropriate the soil of roads without substituting other roads, would not be in accordance with the practice of Parliament.

Section 65. With regard to the proposed power to contract with other Companies, with respect to the *construction* and *making* of Railways, Docks, &c., it is to be observed, that it is the practice of Parliament to leave the execution of Works to the Company, who are authorised to take land and raise money for the purpose.

Section 69. It would be proper to add to this Bill the usual Clause reserving the operation of "The Merchant Shipping Act, 1854," and of Acts amending that Act, and of present and future general Acts relating to Docks or to Piers, or to Shipping, or to goods carried in ships, or to lights, buoys, or beacons, or to the rights, powers, and privileges of the general Lighthouse Authorities.

Interference with Tidal Waters.

Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, the intended Works being within that portion of the River Mersey over which the Admiralty has retained its jurisdiction, pursuant to the ninth section of "The Harbours Transfer Act, 1862."

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*South Lancashire Railways and Dock Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Chipping Norton, Banbury, and East and West Junction Railway Bill.

THE objects of this Bill, as limited by Resolution of the House of Lords, Objects.
are—

To incorporate “The Chipping Norton, Banbury, and East and West
Junction Railway Company,” with a capital of 300,000 *l.*, in 10 *l.* shares, and
100,000 *l.* by loan, and to empower them to make a Railway, length 8 miles
35 chains, from the East and West Junction Railway at Canon’s Ashby to the
Great Western Railway at Warkworth, near Banbury :

To enter into working and traffic arrangements with the East and West
Junction and the Great Western Railway Companies, or either of them.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Chipping Norton, Banbury, and East and
West Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Comber and Grey Abbey Railway Bill.

THE objects of this Bill are to incorporate the “Comber and Grey Abbey Railway and Strangford Reclamation Company,” with a capital of 120,000 *l.*, in 10 *l.* shares, and 40,000 *l.* by loan; and with powers—

To make a Railway, length 8 miles 50 chains, from a junction with the Donaghadee Branch of the Belfast and County Down Railway, on the east side of Comber, to Grey Abbey:

To embank, reclaim, improve, and acquire a portion of Strangford Lough, at its northern extremity:

To enter into working and traffic arrangements with the Belfast and County Down Railway Company.

Section 18. It would be more accurate, and it seems desirable, to add, after “incorporated Acts,” in the second line of this clause, the words “and parts of Acts.” Observations.

Section 25. To the Acts referred to in this clause, respecting a level crossing, should be added “and in Part I. of ‘The Railways Clauses Act, 1863.’”

Section 35. The weight of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:— Tidal Waters.

The Railway crosses the northern portion of Strangford Lough, from Rough Island to a point near Cunningham; but particulars of the work are not given.

It is proposed to embank and reclaim a portion of the slob of Strangford Lough.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.” And the Bill should state, that in construing those sections of the last-mentioned Act, the words “Work” and “Railway” shall be taken to include the embankment and works connected therewith authorised by this Bill.

The Bill proposes to incorporate both of these enactments.

See above, under Section 18.

If, as appears to be intended by the promoters of this scheme, a continuous embankment be formed between the western and the eastern sides of Strangford Lough, it will destroy the present water access to Anderson’s Bank, a place at which vessels discharge cargoes, about a mile above the proposed work, as well as the existing channel, by which boats can pass up as far as Newtownards Gate.

My Lords submit that the water communications above mentioned should be preserved; and that, with that view, there should be inserted in the Bill a clause to the effect, that the Board of Trade may require the Company to construct the Railway, where it passes over tidal lands, upon viaduct of such extent, and with openings of such dimensions, as that Board may think proper.

Board of Trade,
March 1865.

James Booth,

RAILWAY AND CANAL, &c. BILLS.

[*Comber and Grey Abbey Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Dublin, Clontarf and Dollymount Tramway Bill.*
 2. *Dublin Metropolitan Junction Railway Bill.*
 3. *Dublin Port (Tramways) Bill.*
-

1. *Dublin, Clontarf and Dollymount Tramway Bill.*

THE objects of this Bill are to incorporate “The Dublin and Dollymount Tramway Company,” with a capital of 12,000 *l.*, in 10 *l.* shares, and 4,000 *l.* by loan, and to empower them to make a Tramway, length 3 miles 64 chains, from the western end of Gloucester-street Upper, in the City of Dublin, along Gloucester-street Lower, North Strand, and the shore road, by Killester and Clontarf, to Dollymount. Objects.

The Bill provides that no steam or atmospheric power shall be used; that the rate of speed shall not exceed six miles an hour, and that passengers with their luggage and small parcels only, shall be conveyed on the Tramway.

Section 2. The Bill does not incorporate the Railways Acts (Ireland) of 1851 and 1860. Observations.

Section 22. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act,” the words “and of the Acts wholly or partially incorporated herewith.”

Section 24. It may deserve consideration whether the Bill should not specify the greatest height and depth at which the rails may be placed above or below the surface of the roads.

It may be a question whether provision should not be made for the removal of any part of the Tramway which may become disused for a specified time (say one month), and for the restoration of the roads, at the expense of the Company.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

The Tramway skirts a part of the northern shore of Dublin Bay, the limits of deviation extending seawards into the Bay.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

2. *Dublin Metropolitan Junction Railway Bill.*

THE objects of this Bill are to incorporate “The Dublin Metropolitan Junction Railways Company,” with a capital of 400,000 *l.*, in 10 *l.* shares, and 133,000 *l.* by loan, and to empower them— Objects.

To make the several Railways described in Section 24 of the Bill, of the aggregate length of 5 miles 38 chains; of which Railways Nos. 1, 2, 6 and 7, will form, with a portion of the authorised Lines of the Dublin, Rathmines, &c. Railway, near St. Kevin's Church, a continuous Railway from the Great Southern and Western Railway, at its Kingsbridge Station, passing by the Harcourt-street Station of the Dublin, Wicklow, and Wexford Railway, to the Dublin and Kingstown Railway, near its Sydney Parade Station; and No. 5 will connect No. 7 with the Dublin, Wicklow, and Wexford Railway, near Mount Pleasant Square :

To run over the portions of the Dublin, Wexford, and Wicklow, and the Great Southern and Western Railways, between the intended Junctions therewith, and the Harcourt-street Terminus and the Kingsbridge Terminus respectively, and to have traffic facilities by through booking over those Railways :

To enter into working and traffic arrangements with the Dublin, Wicklow and Wexford, the Dublin and Kingstown, and the Great Southern and Western Railway Companies.

Observations.

Section 2. "The Railways Clauses Consolidation Act, 1845," is omitted to be incorporated with this Bill.

Section 32. With respect to the proposed "short distance" charge as for *Six* miles, it is to be observed, that the aggregate length of all the intended Lines is less than six miles.

Section 37. See observations on "Running Powers" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Dublin Port (Tramways) Bill.

Objects.

THE objects of this Bill are to enable the Corporation for preserving and improving the Port of Dublin, in accordance with a provision in the "Dublin Trunk Connecting Railway Act, 1864"—

To make several Tramways of the aggregate length of 3 miles 61 chains, of which those on the north side of the River Liffey will extend along the Quays from Carlisle Bridge to the eastern end of the North Wall, and thence along the East Wall to Annesley Bridge; and those on the south side will extend along the Quays from Carlisle Bridge to the eastern end of Sir John Rogerson's Quay, and thence along Great Britain Quay to the Grand Canal Locks :

To make, or agree with other parties for the making, of cross or branch Tramways, but if extending beyond the Quays, only with the consent of the Municipal Corporation of Dublin :

To raise for the purposes of the Bill a sum of 25,000 *l.* by mortgage of the Port of Dublin revenues.

The Bill provides that only manual or horse traction shall be used on the Tramways, and reserves power to the Board of Trade to revise the rates of tolls to be taken for the use of the Tramway.

Observations.

Section 7. After "subject to the provisions in this Act," should be added "and in the Acts wholly or partially incorporated herewith."

Section 33. In this clause reference is made to a "sinking fund to be created under this Act." The Bill does not appear to contain any express provision for a sinking fund. The formation of a sinking fund is the more desirable as power is to be given by the Bill to charge the Port of Dublin revenues to raise money for the purposes of the Tramways.

It seems to be a question whether this Bill should not contain the usual clause, reserving the operation of general Acts relating to Railways or Tramways, and the revision of the rates by authority of Parliament.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Dublin, Clontarf, and Dollymount Tramway Bill.*]
 - [2. *Dublin Metropolitan Junction Railway Bill.*]
 - [3. *Dublin Port (Tramways) Bill.*]
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FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Dublin, Rathmines, Rathgar, &c. Railway Bill.*
 2. *Dublin South Suburban Railway Bill.*
 3. *Dublin Trunk Connecting Railway (City Extension) Bill.*
 4. *Dublin Trunk Connecting Railway (Deviation, &c.) Bill.*
-

1. *Dublin, Rathmines, Rathgar, &c. Railway Bill.*

THE objects of this Bill are to enable the Dublin, Rathmines, Rathgar, Round- Objects.
town, Rathfarnham, and Rathcoole Railway Company, incorporated in 1864—

To raise further sums of 200,000 *l.* by shares, and 66,000 *l.* by loan :

To make the following Railways, viz. :

(No. 1.) Length 4 miles 77 chains, from a junction with this Company's authorised line at Brittas Little, to a point in the parish of Blesinton :

(No. 2.) Length 4 miles 20 chains, from the last-mentioned point, to Poulaphuca Bridge, in the parish of Ballymore Eustace :

A Deviation, length 1 mile 34 chains, in the Company's authorised line between points in the parishes of Saggart and Tallaght :

To take additional lands in the City of Dublin :

To enter into arrangements with the Dublin, Wicklow, and Wexford Railway Company, with respect to the construction, working, and traffic of the Company's undertaking.

Section 2. “The Railways Clauses Consolidation Act, 1845,” is omitted to be Observations.
incorporated with this Bill.

Section 23. This clause allows five years for the making of the proposed deviation in the authorised Railway No. 4, whereby the completion of that Railway may be postponed beyond the time prescribed by this Company's Act of 1864. If such extension of time for the completion of Railway No. 4 be sanctioned, it is desirable that the Bill should explain definitely the intended effect of the extension with reference to the deposit clause in the Act of 1864.

Section 27. With respect to the proposed power to contract with another Company with respect to the *construction* of the undertaking, it is to be observed that it is the practice of Parliament to leave the execution of the works to the Company, who are authorised to take lands and raise money for the purpose.

Section 29. The Act here intended to be referred to is probably “The Railways Clauses Consolidation Act, 1845.”

2. *Dublin South Suburban Railway Bill.*

Objects.

THE objects of this Bill, as limited by a resolution of the House of Lords, are to incorporate "The Dublin South Suburban Railway Company," with a capital of 370,000*l.* in 10*l.* shares, and 123,000*l.* by loan; and to empower them—

To make the following Railways, viz.:

Nos. 1, 2, and 3, of an aggregate length of 8 miles 66 chains, from a junction with the authorised line of the Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole Railway, at Leinster Road, Harolds Cross East, to Bullock, and to the Western Pier of Kingstown Harbour;

No. 4, length 23 chains, to connect No. 1 with the Dublin, Wicklow, and Wexford Railway:

To enter into arrangements with the Great Southern and Western, the Dublin, Wicklow, and Wexford, and the Dublin, Rathmines, Rathfarnham, and Rathcoole Railway Companies, with respect to the construction, working, and traffic of the intended Railways:

To run over and use portions of the above-mentioned Companies Railways, and the Stations thereon, including the Harcourt-street and Kingsbridge termini, and the intended Trinity-street terminus:

To enter into arrangements with the Kingstown Harbour Commissioners for adapting to the purposes of steamboat traffic the Western Pier of Kingstown Harbour.

Observations.

Section 24. It would be more accurate, and it seems desirable, to add, after "incorporated Acts" in the second line, the words "and Parts of Acts."

Section 47. With regard to the proposed power to contract with other Companies with respect to the *construction* of the intended Railways, it is to be observed that it is the practice of Parliament to leave the execution of the works to the Company who obtain powers to take lands and raise money for that purpose.

Section 50. See observations on "Running Powers" in the General Report of the Board of Trade on Railways, &c. Bills of this Session, page 24.

Interference with Tidal Waters.

Tidal Waters.]

Interference with Tidal Waters is proposed by this scheme in the following instance, viz. :—

Railway No. 3 crosses the western extremity of the Old Harbour of Dunleary by 5 arches, each 40 feet span and 13 feet above high water of ordinary spring tides, and terminates on the western pier of Kingstown Harbour.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

See above under Section 24.

3. *Dublin Trunk Connecting Railway (City Extension) Bill.*

Objects.

THE objects of this Bill are, to incorporate "The Dublin Trunk (Sackville-street Extension) Railway Company," with a capital of 150,000 *l.* in 10 *l.* shares, and 50,000 *l.* by loan, and to empower them—

To make a Railway, length 35 chains; from a junction with the Dublin and Drogheda Railway at its Amiens-street terminus, to the east side of Lower Sackville-street, near Sackville-place:

To enter into working and traffic arrangements with the Dublin and Drogheda, the Dublin Trunk Connecting, the Dublin and Meath, the Midland Great Western,

Western, the Great Southern and Western, the Dublin and Kingstown and the Dublin, Wicklow and Wexford Railway Companies, or any of them :

To grant a lease of land for the erection of an hotel or refreshment rooms, and to contribute 30,000 *l.* to the capital of any Company to be formed for that purpose.

No observation by the Board of Trade appears necessary.

4. *Dublin Trunk Connecting Railway (Deviation, &c.) Bill.*

THE objects of this Bill are to enable the Dublin Trunk Connecting Railway Objects.
Company—

To raise further sums of 24,000 *l.* by shares, and 8,000 *l.* by loan :

To divide the Company's authorised and new capitals into "Preferred" (Six per Cent.) and "Deferred" half shares :

To execute the following works, viz. :

(1.) A Junction Railway wholly in the parish of St. Thomas, length 20½ chains, to connect the Company's authorised Railway No. 1 with the Dublin and Drogheda Railway :

(2.) A Deviation Railway, length 38 chains, to connect the Company's authorised Railway No. 1 at Park Gate Street, with the Great Southern and Western Railway at Long-lane, in lieu of the authorised connection with that Railway :

(3.) An alteration, length 78 chains, in the levels of the authorised Railway No. 1 from the intended deviation :

To appropriate and fence off for pedestrians a portion of the tunnel for carrying the authorised line under the River Liffey, and to take tolls for its use.

Section 33. It would be more accurate, and it seems desirable, to add after Observations.
"subject to the provisions of this Act," the words, "and of the Acts wholly or partially incorporated herewith."

Section 37. It is to be observed that to allow, as is here proposed, five years for the completion of the deviation and alteration of levels of a part of the authorised Railway No. 1, would in effect extend the time limited by the Act of 1864, for the completion of that Railway. If this extension of time be adopted, it would be desirable that this Bill should explain definitely its intended operation with respect to the deposit clause in the Act of 1864.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :

The Deviation Railway crosses the River Liffey at a point above King's Bridge, by a bridge of 8 arches, each of 30 feet span, and 8 feet in height :

The limits of deviation include the whole of the bed of the river between the proposed crossing and King's Bridge.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

See above under Section 33.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Dublin, Rathmines, Rathgar, &c. Railway Bill.*]
- [2. *Dublin South Suburban Railway Bill.*]
- [3. *Dublin Trunk Connecting Railway (City Extension) Bill.*]
- [4. *Dublin Trunk Connecting Railway (Deviation, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Inverness and Perth Junction and Inverness and Aberdeen Junction Railway Companies Bill.

THE objects of this Bill are :—

To effect an amalgamation of the Inverness and Perth Junction Railway Company and the Inverness and Aberdeen Junction Railway Company, as from 31 January 1865, by dissolving both those Companies, and incorporating their shareholders, as “The Highland Railway Company :”

To repeal the Acts relating to the two Companies severally, and to consolidate and amend their provisions :

To define the share and loan capital of the united Company :

To extend to 22 July 1870 the time for completion of the Inverness and Perth Junction Railway :

To enable the united Company to acquire certain lands in the parishes of Inverness and Petty :

To define the tolls and maximum rates for the united undertaking.

Sections 3 and 4 purport to repeal all provisions in the existing Acts relating to the two Companies, except those (relating principally to agreements with other Companies) set forth in the third Schedule to the Bill ; and reserving only “acts, agreements, leases, matters, and things made or done under the said Acts, or by virtue or in pursuance thereof, or which may have been confirmed or sanctioned thereby.”

That reservation does not appear to be so full as the practice of Parliament would require, inasmuch as it does not extend to *everything* before the repeal done, suffered, and confirmed, and to all rights, liabilities, claims, and demands, present or future, which, if the repeal had not taken place, would be incident to or consequent on anything so done, suffered, and confirmed respectively.

It may deserve consideration whether the general saving of rights and claims, contained in Section 55 of “The Railways Clauses Act, 1863,” and which, by incorporation with this Bill, is made applicable to the dissolution of the existing Companies, should not be also made applicable to the repeal of the existing Acts relating to those two Companies.

Section 17. This provision, extending to *extraordinary* meetings the power given by the 17th Section of “The Companies’ Clauses Consolidation (Scotland) Act, 1845,” to the directors to close the registers of transfers previous to each *ordinary* meeting (only) of the Company, is an unusual one, and its expediency seems questionable.

Section 24. It appears to be a question whether the repeal of the existing Acts, as proposed in this Bill, will not do away with all existing conditions precedent to the exercise of borrowing powers by the two Companies respectively; so as to authorise the united Company to borrow the full amount of the loan capital defined in this clause, although the whole of the authorised share capital may not have been subscribed for and taken by *bonâ fide* holders.

Sections 51-60 of this Bill purport to be re-enactments of certain provisions in "The Inverness and Ross-shire Railway Act, 1860," which relate to works affecting the Caledonian and the Dingwall Canals. But there are in that Act, and also in other Acts, specified in the First Schedule to this Bill, for the purpose of their being repealed, other provisions for the protection of navigation, which are omitted from this Bill, in order, as it would seem, that they may cease to be in operation.

The provisions so omitted, but which, as my Lords submit, would be properly re-enacted in this Bill (notwithstanding the proposed incorporation with the Bill of Part I. of "The Railways Clauses Act, 1863,") are the following, viz.:—

"Inverness and Ross-shire Railway Act, 1860," 23 & 24 Vict., c. 131.

Section 43. Bridges over the Caledonian and Dingwall Canals and Beaulieu River to be altered or extended only with the approval of the Board of Trade.

Section 44. After completion of the bridges over the River Ness at Inverness and over the Dingwall Canal, the Company to exhibit lights thereat, as the Board of Trade shall approve.

Section 49. Board of Trade may order local survey of works affecting any tidal or navigable water.

Section 50. Works affecting any tidal or navigable river, if abandoned or decayed, may be removed by Board of Trade.

"Inverness and Aberdeen Junction Railway (Branch) Act, 1861," 24 & 25 Vict., c. 18.

Sections 5, 6, 7, 8, and 9. Clauses for protection of navigation and of access to seashore, with respect to Branch to Burghead Harbour.

"Inverness and Aberdeen Junction Railway (Bonar Bridge Extension) Act, 1863," 26 and 27 Vict., c. 32.

Sections 9, 10, 11, and 12. Clauses for protection of access to seashore and of navigation.

It appears by a Resolution of the House of Commons that an "Additional Provision" is proposed to be introduced into this Bill.

Upon that "Additional Provision," my Lords have no observation to offer, as a copy of it has not been submitted to the Board of Trade.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Inverness and Perth Junction and Inverness
and Aberdeen Junction Railway Companies
Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCLXXXV.

Under 1 oz.

RAILWAY AND CANAL &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Limerick and North Kerry Junction Railway Bill.

THE objects of this Bill are—

Objects.

To incorporate “ The Limerick and North Kerry Junction Railway Company,”
with a capital of 130,000 *l.* in 10 *l.* shares, and 43,300 *l.* by loan, and to
empower them—

To make a Railway, length 22 miles 75 chains, from the authorised Rathkeale
and Newcastle Junction Railway at Newcastle, passing by Abbeyfeale to Lis-
towel, in the county of Kerry :

To enter into working and traffic arrangements with the Rathkeale and New-
castle Junction Railway Company.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Limerick and North Kerry Junction
Railway Bill.*]

FURTHER REPORT of the BOARD OF TRADE ON
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Newry and Greenore Railway Bill.

THE objects of this Bill are to enable the Newry and Greenore Railway Company—

To raise further sums of 50,000 *l.* by shares, and 16,600 *l.* by loan :

To make a new or substituted Railway, length 70 chains, from the Albert Basin Extension of the Newry and Armagh Railway at Newry, in lieu of the authorised commencement of the Company's line ; and a deviation, length 35 chains, in the parish of Carlingford :

To make level crossings of two roads not already authorised :

To erect an Hotel at Greenore, and at any other stations of the Company :

To construct two Reservoirs for supplying ships with water, and a Conduit from Golden River :

To erect four Piers or Jetties on the shores of Carlingford Lough, at Green-castle Point, Rostrevor Quay, Warrenpoint Dock, and Omeath, respectively :

To establish Ferries in Carlingford Lough, and provide vessels thereat, not being steam vessels.

It is also proposed by the Bill to repeal the provisions in this Company's Act of 1863, under which certain works authorised by that Bill are to be executed by the Newry and Greenore, and Dundalk and Greenore Companies jointly ; and to enable the Newry and Greenore Railway Company to execute those works alone.

Section 2. The incorporation in this Clause of “The Companies Clauses Consolidation Act, 1845,” seems to be unnecessary, having regard to the incorporation of certain of its provisions in Section 13 of this Bill. Observations.

Part I., relating to “construction of a Railway,” of “The Railways Clauses Act, 1863,” is omitted to be incorporated with this Bill, though that Act is referred to in Section 23.

Section 23. It would be more accurate, and it seems desirable, to insert after “Acts” in the second line, the words “and Parts of Acts.”

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.,

The construction of four piers or jetties extending into Carlingford Lough, to the following distances beyond low water-mark, viz.,

1. At Greencastle Point, 15 yards.
2. At Rostrevor Quay, 190 yards.
3. At Warrenpoint Dock, 40 yards.
4. At Omeath, 30 yards.

The limits of deviation extend considerably further into Carlingford Lough.

In respect of such interference the Bill should contain, in addition to the provisions for protection of navigation in "The Harbours, Docks, and Piers Clauses Act, 1847" (which Act is proposed to be incorporated with the Bill), and in Sections 31, 32, 33 of this Bill, a clause for the exhibition of lights at the works in tidal waters, to the effect of Section 14 of "The Railways Clauses Act, 1863."

With regard to the proposed piers at Warrenpoint Dock and Omeath, my Lords have received from the Admiralty a communication made to that Department by the Newry Navigation Company, to the effect that if those piers be carried into the deep water channel of the Newry River to the distances specified in Section 22 of this Bill, they will cause obstruction to the navigation which will be very injurious to the trade of the town of Newry.

Section 31 of this Bill provides that the piers shall be constructed only in accordance with plans, &c., which shall have been approved by the Board of Trade. Inasmuch, however, as lengths of the proposed piers are specified in Section 22, it seems desirable (in order to reserve to the Board of Trade distinct power to reduce those lengths, if expedient) to add in Section 31 the words "notwithstanding anything in this Act contained," before the words "such piers shall be constructed only in accordance with such approval."

My Lords have received from the Port of Dublin Corporation, who are the general lighthouse authorities for the coasts of Ireland, a communication to the effect that the objects of this Bill involve the taking a part of the premises of the Lighthouse at Greenore Point, and the construction of works seaward of that Lighthouse, which may lessen its utility as a guide to vessels, and may perhaps render necessary its removal to a different situation. This representation appears to my Lords to deserve attention.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Newry and Greenore Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCLXXXVII.

Under 1 os.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Ogmore Valley Railways (No. 1) Bill.

THE objects of this Bill are to enable the Ogmore Valley Railways Company— Objects.

To raise further sums of 160,000 *l.* by shares, and 53,300 *l.* by loan :

To make the several Railways described in section 17 of the Bill, of an aggregate length of 18 miles 72 chains, to connect the Company's undertaking with the Ely Valley Extension, the Ely Valley, the Taff Vale, the Llantrissant and Taff Vale Junction, and the Penarth Railways :

To lay down an additional rail for the narrow gauge on the Mwyndy Branch of the Ely Valley Railway :

To run over the Railways, and to use the Stations of the following six Companies, viz. :—

The Ely Valley Extension Railway Company ;

The Ely Valley Railway Company's Mwyndy Branch, &c. ;

The Llantrissant and Taff Vale Junction Railway Company ;

A portion of the Taff Vale Company's Railway ;

A portion of the Penarth Harbour, Dock, and Railway Company's Railway ;

A portion of the Rhymney Company's Railway ;

And also the Railways and Stations at Bute Docks, Cardiff, belonging to the Trustees of the Marquis of Bute :

To have traffic facilities by through booking and otherwise from the above six Companies :

And to enter into working and traffic arrangements with the six Companies and the Great Western Railway Company, or with any of them.

Section 5. With respect to the proposed power to create preference capital for new purposes, it is to be observed that the Company have not opened their original line. Observations.

Sections 14 and 20. The usual periods for the exercise of compulsory powers, and for completion of works, do not exceed *three* years and *five* years.

Section 24. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway Bills of this Session, page 24.

Section 28. The proposed power to agree with other Companies for the *construction* of the Railway is unusual ; it being the practice of Parliament to leave the execution of works to the Company which is authorised to raise funds and take lands for that purpose.

Section 28. The Bill does not contain the usual provisions for a single short distance charge for traffic conveyed over two or more of the Railways under a working arrangement.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[Ogmore Valley Railways (No. 1) Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

West London Docks and Warehouses Bill.

By this Bill it is proposed to change the name of “The West London Docks and Warehouses Company, Limited,” to “The London Railways Wharves and Warehouses Company”; and to enable the Company—

To exercise their powers under their Acts of 1863 and 1864, within extended limits of deviation, and also to exercise new powers of taking lands and making warehouses, wharves, and other works :

To make Tramways and Railways connected with the Railways of all or any of the London, Brighton, and South Coast, the London and North Western, the Great Western, the Great Northern, the London and South Western, and the London, Chatham, and Dover Railway Companies :

To agree with all or any of those six Companies for the use of the intended Tramways and Railways :

To raise, in addition to the share capitals of 100,000 *l.* and 400,000 *l.*, and the loan capitals of 30,000 *l.* and 130,000 *l.*, authorised by this Company's Acts of 1863 and 1864, further sums of 100,000 *l.* by shares, and 30,000 *l.* by loan:

To pay interest at 7 per cent. on any preferential shares, and at 6 per cent. on any mortgages, created by the Company, under any of their Acts :

To take new and increased rates on goods in the Company's docks and works.

Section 37 authorises the Company to make undefined charges for wharfage, and various other matters. The “export rates” specified in the Schedule include “wharfage and shipping”; but the “import rates” specified in the Schedule appear to be a “landing rate” only. If, therefore, as would seem to be the effect of Section 37, the Company may make a charge for wharfage in addition to the “landing rate,” their charge for goods which are merely landed in the Company's docks, and for which no further service on their part is required, seems to be practically left unlimited. Observations.

Section 46. There seems to be an omission in this clause, in limiting future revision and alteration under the authority of Parliament to “the rates in respect of small parcels authorised by the Act of 1863.” The practice of Parliament would require that this reservation should include the rates and charges in respect of any of the docks, railways, and other works authorised by any of the Acts relating to the Company.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*West London Docks and Warehouses Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Great Yarmouth Borough, Haven, and Port Bill.

THE promoters of this Bill have furnished to the Board of Trade a copy of the Bill in the altered form, in which, with a view to meet objections of opponents, they propose to submit the Bill to the Select Committee.

By the Bill in its altered form it is proposed—

To define the limits of the Haven of Great Yarmouth, as extending from the mouth of the River Bure, and the eastern end of the Breydon Water to the eastern extremity of the Haven's mouth; and of the Port and Harbour, as comprising the Haven, and the Rivers Yare and Bure and Waveney, and their branches, so far as they are navigable, Breydon Water, and Burgh Flats, and Yarmouth Roads, extending from the southern part of Scratby, to the northern part of Corton Parishes, and three miles seaward:

Ss. 7 and 8.

To substitute for the “Commissioners of the Harbour of Great Yarmouth,” constituted (under an Act of 1835) of 10 persons nominated by the Corporation of Yarmouth (one), the Corporation of Norwich (three), the Justices of Norfolk (three), and the Justices of Suffolk (three), a new body of 14 “appointed” and four “elected” Commissioners, which, on and after 25 March 1866, is to consist of—

Three persons to be appointed by the Justices of Norfolk.

Three - ditto - - ditto - Justices of Suffolk.

Three - ditto - - ditto - - Corporation of Great Yarmouth.

Three - ditto - - ditto - - Corporation of Norwich.

Two - ditto - - ditto - - Board of Trade.

Two persons to be elected by Great Yarmouth Port Shipowners.

Two - ditto - ditto - Great Yarmouth Harbour Ratepayers.

To define the qualification for appointed and elected Commissioners:

S. 50.

To repeal the existing Acts of 1835 and 1849, relating to the Haven, in order to re-enact some of their provisions with amendments:

S. 65.

To vest the Town Jetty in the Corporation of Great Yarmouth; and certain properties and rights of the Corporation in the Commissioners:

Ss. 81 and 82.

To define the duties and powers of the Commissioners with respect to maintaining and executing works; to making and publishing a map of the Haven; to shortening the course of the Rivers; to ferries; to making a tramway over the Haven Bridge to connect the tramways of the Great Eastern Railway Company at Southtown Goods Station, and on Great Yarmouth Quay; to licenses for cutting banks and making works in the Haven and rivers; to supply of ballast; to bye-laws; and other matters:

To fix the rates to be payable to the Commissioners for vessels (other than fishing vessels with their catch of fish) using the Haven, or loading or unloading any cargo in the Roads; for animals and goods (except fish) imported, exported,

S. 143.

S. 147.

- S. 149. loaded or unloaded in the Haven or Roads ; and for goods carried in any vessel on the Rivers, such last-mentioned rates to be applied to maintaining the Rivers :
- Ss. 157-162. To fix the rates for ballast discharged by the Commissioners from, or taken in by any vessel ; to provide for payment of a royalty of *3d.* per ton of such ballast to the Corporation of Great Yarmouth ; and to authorise those two bodies to make and carry into effect agreements for the commutation or extinguishment of the ballast royalty :
- Ss. 163-165. To extinguish the duties on coal, and the dues for measurage, metage, and crantage, payable to the Corporation of Great Yarmouth, who are to receive from the Commissioners, for 10 years, an annual payment by way of compensation, beginning with 1,000*l.* and diminishing yearly by 100*l.* :
- Ss. 166-171. To define the application of the tolls to be received by the Corporation of Norwich in respect of the River Yare between Thorpe Hall and Norwich, and to authorise that Corporation and the Commissioners to make and carry into effect agreements for the commutation or extinguishment of those tolls :
- Ss. 172-175. To authorise the Commissioners to borrow on mortgage, for the purposes of the respective Rivers, 7,000 *l.*, 1,000 *l.*, and 1,000 *l.*, on the tolls of the Rivers Yare, Bure, and Waveney, respectively ; and for the other purposes of the Act, 30,000 *l.* (exclusive of the existing debt), on the other tolls, rates, and property of the Commissioners, sinking funds of one-thirtieth to be formed for each amount borrowed :
- Ss. 178-181. To define the application of the several river tolls and of the other income of the Commissioners, and of moneys borrowed by them :
- Ss. 192-193. To authorise the Corporation of Great Yarmouth to appropriate land on the eastern side of the Haven for a public quay, and lands for ballast purposes ; and to provide for an annual payment by the Commissioners to the Corporation for the police, to be provided by the latter for the Haven and rivers within the Borough :
- Ss. 252, 253. To authorise agreements between the Commissioners and the Great Eastern Railway Company with respect to the intended tramways, and to enable that Company to raise by new shares or stock such sums as they think requisite for the purpose of any such agreement :
- To authorise the Commissioners to let any of their tolls, rates, and other property, for terms not exceeding seven years.

Observations.

Section 2. The powers proposed to be given to the Commissioners by Sections, 86, 113, and 114, of executing and licensing works in tidal water, should, according to the practice of Parliament, be subject to provisions for the exhibition of lights, for abatement of works abandoned or damaged, and for a local survey by order of the Board of Trade, such as are contained in Sections 13, 18, and 19, of "The Railways Clauses Act, 1863." For this purpose it would be desirable to insert in Section 2 of this work an explanation that "in the interpretation for the purposes of this Act of the provisions of Sections 12 and 13 of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections, 13, 18, and 19 of "The Railways Clauses Act, 1863," the words, "Harbour, Dock, or Pier," or "Works," shall extend or apply to all works in, over, or under tidal water, to be executed under any provision in this Act, except dredging and repairs of existing works for the time being.

If any exception be introduced into Section 2, with respect to providing a lifeboat, the exemption should be only "until the Board of Trade shall require a lifeboat to be provided."

Section 86. There should be prefixed to this clause, relating to the general powers of the Commissioners, the words, "subject to the provisions of this Act, and of the Acts and parts of Acts incorporated herewith."

Section 86. (B.) The proposed power to make beacons and lights will render necessary a reservation of the provisions of the Merchant Shipping Acts, such as is suggested below under Section 276.

Sections 102 and 252. Some limitation of the rates that may be charged for the use of the tramway may perhaps be proper.

Sections 113 and 114. It would be proper to prefix to each of these two clauses, relating to works in the Haven and rivers, the words, "subject to the provisions of this Act, and of the Acts and parts of Acts incorporated herewith."

Sections 157, 171. So far as this Bill proposes to vest in the Commissioners, or to provide for a future transfer to them of rights now possessed by the Corporation of Great Yarmouth, of taking rates for ballast, coals, crannage, measurage, metage, and other like matters, it is in accordance with a principle stated in the Report of the Commissioners appointed by the Crown to inquire into local charges upon shipping in ports of the United Kingdom, &c., and in the Report of the Board of Trade upon Bills for Harbours, &c., of the Session of 1855, viz., that all revenues appropriated to the purposes of any public harbour, by whomsoever levied, and that all dues and tolls on ships or on goods carried in ships, levied by any municipal or other town authorities within the limits of any public harbour, be transferred to the Conservators of that harbour.

With regard to the compulsory ballast rates to be payable to the Commissioners under Section 157 of this Bill, my Lords would refer to the recommendation contained in the above-mentioned reports, that "the Conservators of a public harbour be empowered to regulate the removal and supply of ballast within that harbour, but that this power be not exercised for the purpose of obtaining a profit, either by the supply or removal of such ballast."

Section 161 contemplates the commutation or redemption by the Commissioners of the "ballast royalty," to be payable to the Corporation of Great Yarmouth. This is a desirable object, but in order to guard against an arrangement which might involve an undue burden on the ballast rates, or other harbour revenues, it may deserve consideration whether any such arrangement should not be subject to the consent of the Queen in Council, as in the case of the transfer of shipping dues from town corporations to harbour authorities, under the 17th section of "The Harbours and Passing Tolls, &c., Act, 1862."

Section 253. This Bill does not specify, as is required by the practice of Parliament, a limit of the new shares or stock which the Great Eastern Railway Company may create, or regulate the creation of such shares or stock by incorporation of provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

Section 276. It would be in accordance with the practice of Parliament to add to the reservations in this clause, general Acts relating to "lights, buoys, and beacons, and the rights, privileges, and authorities of the General Lighthouse Authorities," and also revision and alteration under the authority of Parliament of the limits of the Port, Harbour, and Haven.

Board of Trade,
March 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Great Yarmouth Borough, Haven, and Port
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCXC.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

East and West India Dock Company Bill.

By this Bill it is proposed to repeal the existing provisions conferring borrowing powers in the Acts relating to the East and West India Dock Company, and to enable the Company to borrow a sum of 320,000 *l.* under the provisions of “The Companies Clauses Consolidation Act, 1845;” to repeal the existing provisions which render retiring directors ineligible for one year; to increase the number of the directors to 40; and to enable the directors to fill up temporarily vacancies in their number, and to convene extraordinary general meetings of the Company. Objects.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1865,

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[East and West India Dock Company Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Monmouth, Forest of Dean, and Standish Junction Railway Bill.

THE objects of this Bill are to incorporate “The Monmouth, Forest of Dean, and Standish Junction Railway Company,” with a capital of 300,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan, and to empower them—

To make the following Railways and Works, viz. :—

(No. 1.) Length 8 miles 7 chains, from a junction with the Swindon and Gloucester Line of the Great Western Railway near and at the south of Standish Junction, crossing the Gloucester and Berkeley Canal at the junction of the Stroudwater Canal, and crossing the River Severn between Fretherne and Awre, to a junction with the Forest of Dean Central Railway near Brims Pill;

(No. 2.) Length 47 chains, to connect No. 1 with the Gloucester and Bristol Line of the Midland Railway, near and at the north of Standish Junction;

(No. 3.) Length 79 chains, to connect No. 1 with the South Wales Line of the Great Western Railway at Awre;

(No. 4.) Length 2 miles 17 chains, to connect the Forest of Dean Central Railway, near its western terminus at Staple Edge Enclosure, with the authorised line of the Worcester, Dean Forest, and Monmouth Railway at West Dean;

(No. 5.) A Toll Bridge for carriages and other traffic over the River Severn, adjoining to and in connection with the Railway Bridge;

(No. 6.) A Pier or Wharf on the western side of the Gloucester and Berkeley Ship Canal, near the Stroudwater Canal:

To construct the intended Railways on the mixed guage :

To enter into working and traffic arrangements with the Great Western and the Forest of Dean Central Railway Companies; or with either of them; and with the Great Western, the Midland, the Worcester, Dean Forest, and Monmouth, and the Coleford, Monmouth, Usk, and Pontypool Railway Companies, or with any of them :

The Bill further authorises the Company and the Great Western Railway Company, or either of them, by agreement with the Forest of Dean Central Railway Company, or in default of agreement on terms to be settled by arbitration, to lay down and use additional rails for the mixed gauge on the Forest of Dean Central Railway; and to run over that Railway, and over the portion of the authorised line of the Worcester, Dean Forest, and Monmouth Railway between the intended junction therewith of Railway No. 4 and Monmouth.

Sections 76 and 78. See observations on “Running Powers,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 34. Observations.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The Railway crosses the River Severn by a viaduct between points near Fretherne on the left bank and Awre on the right bank.

The Section deposited in November last described the viaduct as intended to consist of one opening arch of 100 feet span, and 12 arches each of 150 feet span, all 10 feet above high water.

It appears to my Lords that there would be very serious objection to a bridge so constructed at this part of the river. There is a trade of some magnitude for colliers and other vessels to Bullo Pill and to Newnham, which are above the site of the bridge ; and these vessels, which can now for some time before and after high water use a considerable width of the river for navigation, would all be obliged to pass through the limited space at which there would be an opening span or spans. The variable character of the main channel would render it necessary to provide more than one opening span, and thereby the width of others of the openings might be rendered less than 150 feet.

In February last the Promoters deposited at the Board of Trade an amended Section, in which the viaduct is described as consisting of arches of the following spans and heights above high water of spring tides, viz. :—

Three arches, each 200 feet span, 65 feet high, for the main channel ;

Nine arches, each 150 feet span, from 65 to 48 feet high (besides land arches).

These dimensions, with some modifications which it would be in the power of the Board of Trade to require under the usual enactments for the protection of navigation, appear to my Lords to be sufficient for the purposes of the trade upon the river at the place in question ; that place being above the entrance of the Gloucester and Berkeley Canal, along which the larger class of seagoing vessels pass to and from Gloucester.

The absence of an opening span is a very important advantage in the amended scheme of the bridge, such spans having been found to be extremely dangerous to vessels that have to pass them in a rapid tideway like that of the River Severn at this part of its course.

Any interference with tidal waters sanctioned by this Bill would render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

The general objects of this Railway scheme resemble those of the Railways proposed in the *Severn Junction Railway Bill* of this Session.

It will also be found referred to in the Report of the Board of Trade on the *South Wales and Great Western Direct Railway Bill* of this Session.

Board of Trade,
April 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Monmouth, Forest of Dean, and Stundish
Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

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Severn Junction Railway Bill.

THE objects of this Bill are to incorporate “The Severn Junction Railway Company,” with a capital of 420,000 *l.* in 20 *l.* shares (which may be divided into “Preferred” (6 per cent.) and “Deferred” half shares), and 140,000 *l.* by loan, and to empower them—

To make the following Railways, viz. :—

(No. 1.) Length 8 miles 25 chains, from a junction with the Gloucester and Bristol Line of the Midland Railway near its Stonehouse Station, crossing the Gloucester and Berkeley Canal at Saul, and crossing the River Severn between Arlingham and Bullo Pill, to a junction with the Forest of Dean Line of the Great Western Railway near Bullo Pill ;

(No. 2.) Length 1 mile 6 chains, to connect No. 1 with the Swindon and Gloucester Line of the Great Western Railway near Stonehouse Station ;

(Nos. 3, 4, and 5.) Of the aggregate length of 6 miles 30 chains, in the Forest of Dean, to connect (No. 1) with the Forest of Dean Central Railway near its western terminus, and with the authorised line of the Worcester, Dean Forest, and Monmouth Railway :

To take an additional toll for the use of the Company’s Severn Bridge :

To run over and have traffic facilities (including through rates and carriages) on the following Railways, and portions of Railways, viz. :—

The Midland Railway, between the intended junction and the Stonehouse Station ;

The Stonehouse and Nailsworth Railway ;

The Great Western Railway, between the intended junction and the Stonehouse Station, and various portions of the Great Western Railway near and at the west of the Severn ;

The Forest of Dean Central Railway ;

The portion of the Worcester, Dean Forest, and Monmouth Railway westward of the intended junction therewith :

To enter into working and traffic arrangements with the Midland, the Great Western, and the Stonehouse and Nailsworth Railway Companies.

Observations.

Section 33. After "Subject to the provisions of this Act," should be added, "and of the Acts, and parts of Acts, incorporated herewith."

Section 34. The intended Railways are to have junctions with narrow and also with broad gauge Railways. In such cases it is usual, and it seems to be requisite (having regard to the Act for regulating the Gauge of Railways, 9 & 10 Vict. c. 57), to specify in the Bill the intended gauge, or gauges, of the new Railways.

Section 49. See observations on "Running Powers" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 24.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :—

Railway No. 1 crosses the River Severn between a point in the parish of Arlingham and Bullo Pill, by a viaduct, in which, as shown in the deposited section, there are to be six arches each of 100 feet span, and 68 feet above high water of ordinary spring tides, across the main channel, at the western shore; and the remaining arches are to be each 100 feet span, and of an average height of 50 feet.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

With respect to the dimensions of the viaduct, my Lords have to observe, that the proposed headway appears to be sufficient for the vessels that navigate this part of the river; but the proposed spans of 100 feet would not be adequate for safety, and my Lords submit that at least two spans of 200 feet each will be necessary at the main low water channel.

The general objects of this Railway scheme resemble those of the Railways proposed in the *Monmouth, Forest of Dean, and Standish Junction Railway* Bill of this Session.

It is to be observed, that the last-mentioned scheme is intended to effect a direct junction between the Great Western and the Midland Railways on the east with the South Wales Line on the west of the River Severn, an object which will not be effected by the Severn Junction Railway proposed in this Bill, inasmuch as the latter does not provide for a junction with the South Wales Line.

This Railway scheme is also referred to in the Report of the Board of Trade on the *South Wales and Great Western Direct Railway* Bill of this Session.

Board of Trade,
April 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Severn Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCXCIII.

Under 1 oz.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Sirhowy Railway Bill.

THE objects of this Bill are to enable the Sirhowy Railway Company— Objects.

To raise further sums of 40,000 *l.* by shares, and 13,300 *l.* by loan :

To make an Extension Railway, length 1 mile, 17 chains, from a junction with the existing Railway, near the Sirhowy Iron Works, to a junction with the Merthyr, Tredegar and Abergavenny Railway, near the Tredegar Station [to be in lieu of the extension to the last-mentioned Railway, authorised by this Company's Act of 1860, the construction of which is to be abandoned] : and a Deviation, length 35 chains, in the parish of Bedwellty, at a distance of about $7\frac{1}{2}$ miles from Nine Mile Point :

To maintain two alterations of roads which are not in accordance with the works authorised by the Act of 1860 :

To run over and use the portion of the Merthyr, Tredegar, and Abergavenny Railway westward of the intended junction therewith : the portion of the Monmouthshire Railways and the Park Mile Railway between Nine Mile Point and Newport, and the several stations at Newport of the Monmouthshire Railway and Canal Company :

To enter into working and traffic arrangements with the Great Western, the London and North Western, the Merthyr, Tredegar, and Abergavenny, and the Brecon and Merthyr Tydfil Railway Companies, and the Monmouthshire Railway and Canal Company, or any of them.

It is further proposed by the Bill to repeal the 58th section of this Company's Act of 1860, which provides that the Monmouthshire Railway and Canal Company shall run on that part of their railway, which lies between Risca and the Nine Mile Point, passenger trains, in connection with all their ordinary passenger trains, on their Western Valleys Main Line, and that the Sirhowy Railway Company shall run passenger trains of like kinds on their railways, by that Act authorised to and from the Nine Mile Point, to meet there all the passenger trains of the Monmouthshire Railway and Canal Company.

Section 24. It is proposed that a period of *five* years shall be allowed to the Company for the construction of an Extension Railway and a Deviation, the aggregate length of which is less than two miles. Observations.

On this subject, my Lords have to offer the following observations :—

By the Sirhowy Railway Act, 1860 (c. 71), the Company were authorised to make various deviations and improvements of their existing Tramroad, and to work it as a Railway for the conveyance of passengers as well as of goods. The Company were required to make a Passenger Station for Tredegar and Sirhowy, and a Passenger Station at Blackwood (s. 32) ; to complete the deviations by 25th May 1863 (s. 34) ; if those deviations should not then be
3—CCXCIV. opened

opened for "public traffic," to pay no dividend on their ordinary capital until they should be so opened (s. 36); and by 25th May 1863, to carry, as common carriers for hire, on the Railway, by means of locomotive steam engines, or other moving power, in their own carriages, *all passengers* and certain classes of goods, and also to convey in the carriages of other persons all passengers, animals, and things brought to the Railway, and lawfully required to be conveyed thereon (s. 56); and to run passenger trains to and from the Nine Mile Point, to meet there all the passenger trains of the Monmouthshire Railway and Canal Company (s. 58).

On 2d March 1864, the Board of Trade received from the Company notice that their Railway was sufficiently completed for the conveyance of passengers and ready for inspection.

The Railway was thereupon inspected by one of the officers of the Board of Trade, and in consequence of that officer stating in his report (which specified insufficiency of platforms and other imperfections in the works), that in his opinion the Railway could not, by reason of the incompleteness of the works, be opened for passenger traffic without danger to the public, the Board of Trade on 12th March 1864 directed the opening of the line to be postponed for one month.

By a letter of 31st March 1864, the Company withdrew the notice they had given that their Railway was ready for inspection. Since that time, the Board of Trade has had no communication from the Company on the subject, and the Railway is not yet open (lawfully) for the conveyance of passengers.

Whether the Company have paid any dividend since 25th May 1863, on their ordinary capital, my Lords have no knowledge.

Under these circumstances it would seem to be a question whether the Company, by applying to be allowed a period of *five* years for the making of a deviation of less than half a mile in length in their authorised Railway (which they were required to complete in *three* years, between 1860 and 1863), are not in effect seeking to be authorised to defer the opening of their Railway for passenger traffic for a period of *seven* years after the time at which it should have been opened, pursuant to their Act of 1860, and to be relieved from any penalties the Company may have incurred under that Act, by failure to open the Railway for passenger traffic within the prescribed time.

It is to be observed, that in the 36th Section of the Act of 1860, as well as in the 25th Section of this Bill, the terms of the enactment (which are in accordance with those usually adopted by Parliament in like cases) subject the Company to a penalty if the Railways "be not completed and opened for *public traffic* within the period by this Act limited." It may be that the Company, if they have opened their line, as authorised by their Act of 1860, for goods traffic, will maintain that they have complied with the requirements of that Act. Should such be the case, it would be a question for the consideration of the Committee on this Bill, whether some more explicit enactment may not be necessary to secure the opening of the Railway for *passenger traffic* within a definite time.

Section 33. It is proposed to repeal the provision in this Company's Act of 1860, which requires the running of passenger trains on the Sirhowy Railway, in connection with passenger trains on the Monmouthshire Railway, at Nine Mile Point. The object of that provision would seem to have been to insure, in favour of the public, the conveyance of passengers between places on the Sirhowy Railway and Newport by a due number of trains, and without delay. Should it be repealed, the public would for those purposes become dependent on the willingness of the Sirhowy Railway Company to run passenger trains over the Monmouthshire Railway, between Nine Mile Point and Newport, under any running powers which they may obtain, by virtue of Section 34 of this Bill.

It has appeared to my Lords, that the Committee, in considering the question of repealing the existing provision in Section 58 of the Act of 1860, as proposed in Section 33 of this Bill, should be acquainted with the facts, which are above stated in this Report, with respect to the Sirhowy Railway not being yet open for passenger traffic.

Board of Trade,
April 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Sirhowy Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCXCIV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Wales and Great Western Direct Railway Bill.

THE objects of this Bill are to incorporate “The South Wales and Great Western Direct Railway Company,” with a capital of 1,800,000 *l.* in 10 *l.* shares, and 600,000 *l.* by loan, and to empower them—

To make the following Railways, viz. :—

(1). Length 35 miles 68 chains, from a junction with the South Wales Line of the Great Western Railway on its western side, at the eastern end of its bridge over the River Wye at Chepstow, then passing over that line, and crossing the River Severn by a viaduct (described below) and passing by Oldbury, Thornbury, Wickwar (where it crosses over the tunnel containing the Midland Railway), Great Sherston and Malmesbury to a junction with the main line of the Great Western Railway at Wooton Bassett ;

(2). Length 5 miles 7 chains, from the former intended Railway near the eastern bank of the River Severn to a junction with the Bristol and South Wales Union Railway, at its Pilning Station :

To make charges for the use of the intended Severn Bridge as for 12 miles on the railway :

To enter into working and traffic arrangements with the Great Western Railway Company.

Sections 2 and 39. Although this Bill authorises working and traffic arrangements, it does not incorporate, as would seem to be necessary, Part III., relating to working agreements, of “The Railways Clauses Act, 1863.” Observations.

It would be in accordance with the practice of Parliament, and it seems desirable, to add “expressly” before “varied,” in the last line but one of Section 2.

Section 22. It would be more accurate, and it seems desirable, to insert between “Acts” and “incorporated” the words “wholly or partially” (as in Section 19 of this Bill).

As the intended Railways will have junctions with broad-gauge lines only, it is probably intended that they shall be constructed on the broad gauge. In that case, it appears to be requisite, having regard to the Act for regulating the Gauge of Railways, 9 & 10 Vict., c. 57, that the Bill should contain a specific provision, defining the gauge of the intended Railways.

Section 30. This provision for a *six* mile “short distance,” seems to be inconsistent with the *three* mile provision in Section 40 of this Bill.

Section 32. The quantity of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Section 39. *See* above, under Section 2.

Section 40. *See* above, under Section 30.

*Interference with Tidal Waters.***Tidal Waters.**

Interference with tidal waters is proposed by this scheme in the following instances, viz. :

The main line of Railway is to cross the River Severn between points near Chepstow on the right, and Oldbury on the left bank, about two miles above the Old Passage, by a viaduct, shown on the deposited section as 4,131 yards in length, and having arches of the following spans, and heights above high water of spring tides, viz. :

1 arch	600 feet span,	95 feet high	} For the main channel.
2 arches, each	265	95	
30 "	150	50	
26 "	120	16	
27 "	90	8	

The above mentioned heights of the three last series of arches are probably intended to be the average height of each series, as the level of the Railway is to descend by a gradient of 1 in 100 from the high level arches at the west to the low level arches at the east end of the viaduct.

With respect to the manner in which the navigation of the River Severn must be affected by the construction of a viaduct such as is above described, having a maximum headway of 95 feet, and having more than 80 piers standing in the tideway, my Lords have to submit the following observations :—

1. As regards headway.

It has been represented to this Board that, on the average of the last five years, more than 1,100 sea-going vessels have passed each way between the Gloucester and Berkeley Canal (which is above the intended viaduct) and the sea, several of them exceeding 1,000 tons register. A large number of those vessels have masts, the height of which (with the top-gallant masts struck, or even down on deck) considerably exceed 95 feet, the proposed greatest height of this bridge above high water in the main channel.

2. As regards the main low-water channel.

The larger vessels, owing to the narrowness and small depth at low water of parts of the main channel (which here is close to the western shore), can anchor only at certain places above and below the site of the intended viaduct. In fogs, vessels have to find their way to these anchoring places by sounding along the bank; but this they could not venture to do in the neighbourhood of the viaduct, because they could not depend upon avoiding the piers, or, if necessary, upon bringing up by their anchors in so rapid a tideway, where the rise and fall is about 40 feet, and its strength sometimes exceeds six knots an hour.

3. As regards the river at high water.

The flats between the main channel at the west and the eastern shore of the river, which is here more than two miles wide, have 20 feet and upwards of water over them at high water throughout nearly their whole extent. While the water admits, vessels stand across these flats in beating up or down, or, as in the case more particularly of tugs having vessels in tow, when it is wished to keep out of the tide. This mode of navigating this part of the river would practically be closed by the proposed viaduct to all except the smallest vessels.

The obstruction which the viaduct must cause to shipping appears to my Lords to call for very careful consideration of the question whether the advantages which are claimed for this scheme over the other proposed Railways for shortening the route between South Wales and the country east of the Severn are such as to compensate for the injury which the viaduct will cause to navigation. The new Railways to be constructed under this Bill will be of an aggregate length of upwards of 40 miles, and their estimated cost appears to be 1,800,000*l.*, of which 700,000*l.* is the estimated expenditure on the Severn viaduct.

These lines would undoubtedly shorten very considerably the route between South Wales and London and all the south-eastern part of England, and still more

more considerably the route between South Wales and Bristol and the south-western part of England, which now have an unbroken railway communication with South Wales only by way of Gloucester. But my Lords find that there are two other schemes proposed in this Session for carrying Railways across the Severn at points above the entrance of the Gloucester and Berkeley Canal, which, while they appear to involve the construction of much shorter lengths of new Railway, and consequently less outlay of money, would effect material reductions in the route between South Wales and London and the south-eastern parts of England. Those Railways are to be connected not with the lines of the Great Western Railways only (as in the case to which this Report relates), but also with the Midland and other narrow-gauge Railways.

The two other schemes here referred to are those proposed in the *Monmouth, Forest of Dean, and Standish Junction Railway* Bill, and in the *Severn Junction Railway* Bill.

My Lords also find that there has been deposited for the purposes of the *South Wales Junction Railway* Bill, intended to have been introduced into Parliament in this Session, a Plan and Section of a Railway which it was proposed to carry *under* the River Severn near the New Passage by a tunnel having two shafts rising above the water, and which was laid out to connect the Bristol and South Wales Union Railway with the South Wales Railway, near Portskewet. My Lords are not aware whether this scheme has been abandoned on account of apprehended difficulties of execution; but it is obvious that the carrying a Railway across the River Severn in the lower part of its course, by passing under it in a tunnel instead of over it by a viaduct having numerous fixed piers and a low headway for a large part of its length, must be far preferable, so far as the interests of navigation are concerned.

If the Railways proposed by this (The *South Wales and Great Western Direct Railway*) Bill be sanctioned, the intended interference with tidal water will render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation") of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments. But it is to be observed that, having regard to the limits of vertical deviation of the levels of the Railway prescribed by the General Act, the powers that would be given to the Board of Trade by these enactments to regulate the headway of the bridge over the Severn would not be such as to enable that Board to require that the three wide spans over the main channel should have a headway of 120 feet, which my Lords submit is the least that can be adopted with due regard to the requirements of the shipping that uses this part of the River Severn.

Board of Trade,
April 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*South Wales and Great Western Direct
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on,
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCXCV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Tay Bridge and Dundee Union Railway Bill.

THE objects of this Bill are to incorporate “the Tay Bridge and Dundee Union Railway Company,” with a capital of 375,000 *l.* in 25 *l.* shares, and 125,000 *l.* by loan, and to empower them—

To make the following Railways, viz. :—

Numbers 1 and 3, lengths 6 miles 33 chains, and 1 mile 40 chains, from the North British Railway at Ferryport-on-Craig Station, passing by Newport to a point at the west of Woodhaven Pier, and thence across the Firth of Tay, through the town of Dundee, to the Dundee and Arbroath line of the Scottish North-Eastern Railway, one mile east of Dundee :

No. 2, length 30 chains, to connect No. 1 with the Dundee and Perth line of the Scottish Central Railway at the west of Dundee :

To enter into arrangements with the North British, the Scottish Central, and the Scottish North-Eastern Railway Companies, with respect to the construction and use of a Station at Dundee, and the use and traffic of the portions of the intended Railways north of the Firth of Tay :

To enter into arrangements with the North British Railway Company with respect to the construction, working, and traffic of the intended Railways :

To enter into arrangements with the Trustees of Dundee Harbour, the Corporation, and the Police Commissioners of Dundee, and others, relative to the making and maintenance of the Railway, and the dues leviable by them :

The North British Railway Company are to be empowered to contribute 187,500 *l.*, and to raise that sum by shares ;

And also for the purposes of any agreement with respect to a Goods Station at Dundee, to raise further sums of 20,000 *l.* by shares, and 6,600 *l.* by loan.

Section 26. With reference to these numerous departures from the requirements of “The Railways Clauses Consolidation (Scotland) Act, 1845,” see observations on “Dimensions of Bridges” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25. Observations.

Section 34. The quantity of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Section 39. With regard to the proposed power to contract, with respect to the *construction* of the intended Railway, it is to be observed that it is the practice of Parliament to leave the execution of the works with the Company who obtain powers to take lands and raise funds for that purpose.

Sections 41 and 42. These powers for the North British Railway Company to issue new shares are not made subject to the usual condition of previous payment of one-fifth of the amount of each share issued.

Interference with Tidal Waters.

Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1 crosses the head of the harbour of Ferryport-on-Craig, the limits of deviation extending beyond high-water mark.

It crosses the Firth of Tay by a viaduct 2,957 yards long, and having, as shown in the deposited section, 79 openings, respectively of the following widths and heights above high water of ordinary spring tides, commencing at the south shore, at a point west of Woodhaven Pier, viz. :—

5 openings, each 100 feet span, heights from 68 to 76 feet.				
5	"	150	"	72 ,, 83 "
1	"	300	"	height 100 feet.
3	"	150	"	83 "
15	"	100	"	heights from 88 to 62 feet.
27	"	100	"	height 60 feet.
1	"	300	"	70 "
4	"	100	"	heights from 59 to 54 feet.
18	"	60	"	57 ,, 38 "

Railway No. 1 terminates, and Railways Nos. 2 and 3 commence, below high-water mark in front of the town of Dundee.

Such interference would render necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

The course and dimensions shown in the deposited Plan and Section for the proposed Viaduct over the Firth of Tay appear to my Lords to present serious objections.

The proposed headway of 100 feet at one of the two principal channels, and 70 feet at the other, will not be sufficient for the larger class of vessels that navigate the Firth above the intended place of crossing; and the shifting character of those channels seems to render it necessary that there should be more than one span of 300 feet at each of them. The proposed series of 18 spans of 60 feet only, in a rapid curve near the northern shore, would be very objectionable, and would probably affect in a serious degree the scour of the tide in front of the town of Dundee.

My Lords think it right to point out that, when the Plan and Section of the Viaduct are submitted to the Board of Trade, under the provisions of the Railways Clauses Acts of 1845 and 1863, it may be the duty of that Department to withhold its approval unless considerable alterations be made in them. It is, therefore, important that there should be full powers to make such alterations. With the view of obtaining those powers, the Promoters propose to submit to the Committee for insertion in the Bill four additional clauses, which appear to my Lords to be satisfactory so far as respects the protection of navigation.

Board of Trade,
April 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Tay Bridge and Dundee Union Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

3—CCXCVI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Waterford and Passage Railway and Ferry Bill.

The objects of this Bill are, to enable the Waterford and Passage Railway Objects.
Company—

To raise further sums of 20,000 *l.* by shares, and 6,600 *l.* by loan :

To make an Extension Railway, length 2 miles 43 chains, from their
authorised line at its point of junction with the Waterford and Tramore Railway
to Knockhouse :

To exercise for extended periods the Company's powers for the purchase of
lands under their Act of 1863, and for the construction of their railways,
piers, and other works authorised by their Acts of 1862 and 1863.

Section 2. The provisions for extension of time in sections 22 and 23 of this Observations.
Bill seem to render necessary the incorporation of Part Two of “The Railways
Clauses Act, 1863.”

Board of Trade,
April 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Waterford and Passage Railway and Ferry
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bute Docks, Cardiff (No. 1), Bill.

By this Bill it is proposed to enable the Trustees of the will of the late Marquess of Bute— Objects.

To reclaim a portion of “Cardiff Flats,” adjoining the eastern side of the “Entrance Channel,” formed under powers granted to the Marquess by Acts of 1830 and 1834:

To make thereon a new Dock and Entrance Basin, and Low Water Pier, and other works:

To improve the “Entrance Channel:”

To make three Railways, of an aggregate length of 2 miles 42 chains, to connect the Bute Dock Branches of the Rhymney Railway and of the Great Western Railway, with the intended Dock and Pier:

To take rates for the Dock, Pier, and Railways.

The Bill also provides for the use of the Bute Dock Low Level Branch of the Rhymney Railway by the Taff Vale, the London and North Western, and the Brecon and Merthyr Tydfil Junction Railway Companies.

Section 2 excepts from incorporation with the Bill, among other provisions of “The Harbour, Docks, and Piers Clauses Act, 1847,” Sections 25 and 26 of that Act, which postpone the levying of rates authorised by the special Act, until the works in respect of which they are to be levied have been certified to be fit for their purpose. There is no apparent ground for the proposed exception from the general law in this case. In Section 58 of the *Bute Docks, Cardiff (No. 2), Bill*, the payment of rates for certain works is proposed to be made dependent on a certificate of their fitness to afford convenient accommodation to vessels; but there seems to be no such provision in this Bill. Observations.

Having regard to the various works proposed to be executed in tidal waters under this Bill, it would be proper to add to Section 2 an explanation that for the purposes of this Bill the words “Works” and “Railway,” where they occur in Sections 13—19 (“Protection to Navigation”) of “The Railways Clauses Act, 1863,” shall include the sea walls, docks, piers, and other works connected therewith, authorised by this Bill.

Sections 12—15 purport to reserve certain powers to the Board of Trade with respect to works “on the *foreshore*.” As the works to be authorised by the Bill include a Pier and other works below low-water mark, these clauses, if they be retained in the Bill, should apply to all works in tidal water to be authorised by the Bill.

The proviso in Section 12, that “the deposited plans shall be deemed to be approved by the Board of Trade,” seems to be intended to deprive that Board of the opportunity of examining the details of the works as they will be

executed, which the policy of Parliament with reference to the interests of navigation reserves to a public department, by the enactments in Section 17 of "The Railways Clauses Consolidation Act, 1845," and in Sections 12 and 13 of "The Harbours, Docks, and Piers Clauses Act, 1847." No ground for this unusual proviso is stated in the Bill; and my Lords submit that it ought not be admitted.

The provisions in Sections 12--15, if they were amended so as to be in accordance with the practice of Parliament, would be rendered unnecessary by the general enactments above referred to, which are incorporated in this Bill. It therefore seems desirable that these four clauses should be omitted.

Section 17. It appears to be a question whether the permanent power of executing additional works and works of enlargement, contained in this clause, would not nullify the limitation of time contained in Section 16 of this Bill.

Section 18. This clause purports to provide for the opening of the Railways for "public use." It may deserve consideration whether provision should not be made that the Railway leading to the Pier shall be opened within the specified time "for the public conveyance of passengers" (as in the usual form of this clause).

Sections 25 and 33. The quantity of luggage usually allowed to first-class passengers is 120 lbs., not 112 lbs. only.

Section 43 provides, that *thirty* days' notice of the cause of any action or suit against the Undertakers shall be given to them before the proceeding is commenced. The grounds for this unusual provision seem to require explanation. In the case of a proceeding for an injunction against the Undertakers the delay might involve a serious wrong to a complainant.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The construction of a Dock of about 50 acres, and a Tidal Basin of about 8 acres, a Low Water Pier, Railways and other Works, chiefly on land, to be reclaimed by sea walls from "Cardiff Flats:"

The improvement of the existing Entrance Channel of the Bute Docks and its approaches.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate all of these enactments. See above, under Sections 2, and 12--15.

Board of Trade,
April 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bute Docks, Cardiff (No. 1), Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bute Docks, Cardiff (No. 2), Bill.

By this Bill, promoted by the Trustees of the Will of the late Marquess of Bute, it is proposed—

To repeal the Acts of 1830 and 1834, under which a part of the works connected with the Bute Docks, at Cardiff, have been executed, saving certain provisions of those Acts :

To make applicable to all the existing Docks and Works belonging to the Trustees the provisions of “The Harbours, Docks, and Piers Clauses Act, 1847 ;” and to give Parliamentary sanction to all those Docks and Works :

To define the rates which may be taken for the use of present and *future* Works :

To authorise traffic arrangements with the Rhymney, the Taff Vale, the Great Western, the London and North Western, and the Brecon and Merthyr Tydfil Railway Companies.

Section 2. It is proposed to incorporate with this Bill all the provisions of “The Lands Clauses Consolidation Act, 1845,” and “The Lands Clauses Consolidation Acts Amendment Act, 1860.” The general purpose of those Acts is defined in the first clause of the former Act, which provides that it “shall apply to every undertaking authorised by any Act which shall hereafter be passed, *and which shall authorise the purchase or taking of lands for such undertaking.*” Observations.

Powers to purchase or take lands are sought by the *Bute Docks, Cardiff* (No. 1), but not by this Bill. It therefore seems questionable whether the Lands Clauses Acts, and more especially those parts of them which relate “to the purchase of lands otherwise than by agreement,” can be properly incorporated with this Bill.

On the other hand, the Bill does not incorporate any part of “The Railways Clauses Consolidation Act, 1845,” or of “The Railways Clauses Act, 1863.” Having regard to the provisions with respect to the Railways and Tramways of the Promoters, contained in Section 20 (authorising alterations and enlargements), in Section 69 (authorising the taking of tolls), and in Sections 81 and 82 (authorising agreements with Railway Companies), it would be in accordance with the practice of Parliament to incorporate with the Bill Section 17 of the Act of 1845, and Sections 13—19 of the Act of 1863 (relating to “protection to navigation”), the provisions of “The Railways Clauses Consolidation Act, 1845,” “with respect to the carrying of passengers and goods upon the railway, and the tolls to be taken thereon ;” and the provisions of Part Three (relating to working and traffic arrangements) of “The Railways Clauses Act, 1863.”

Section 20. After “subject to the provisions of this Act,” should be added, “and of the Acts wholly or partially incorporated herewith.”

It may deserve consideration whether the limits of the works to which it is intended that the Parliamentary powers to be granted by this Bill to the Promoters shall apply, should not be set forth in a plan to be deposited, and referred to in the Bill, in the usual manner.

Section 69. See above, under Section 2, where the propriety of incorporating the tolls clauses of "The Railways Clauses Consolidation Act, 1845," is suggested.

Sections 81 and 82. See above, under Section 2, where the propriety of incorporating Part Three, relating to working and traffic arrangements, of "The Railways Clauses Act, 1863," is suggested.

Section 86 provides that *thirty* days' notice of the cause of any action or suit against the Undertakers shall be given to them before the proceeding is commenced. The grounds for this unusual provision seem to require explanation. In the case of a proceeding for an injunction against the Undertakers, the delay might involve serious wrong to a complainant.

Section 96. It would be in accordance with the practice of Parliament to add to the reservations in this clause "The Merchant Shipping Act, 1854," and any Acts amending that Act; and also present and future general Acts relating to lights, buoys, and beacons, and the rights, powers, and privileges of the General Lighthouse Authorities.

As no specific works are to be authorised by this Bill, it would seem to be more accurate in the present case to substitute for the words "by this Act authorised," in the second line of Section 96, the words "to which this Act relates."

Board of Trade,
April 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bute Docks, Cardiff (No. 2), Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Herne Bay Fishery Bill.

By this Bill it is proposed to change the name of “The Herne Bay, Hampton, and Reculver Oyster Fishery Company” (incorporated by an Act of 1864) to “The Herne Bay Fishery Company;” to extend the limits of the Company’s Several Fishery and Oyster Grounds; to authorise them to carry on the breeding of Oysters at any places beyond those limits; and to alter provisions in this Company’s Act of 1864, with respect to the events in which their powers are to cease, and for the protection of their Fishery. Objects.

Section 2. It seems to be proper that there should be incorporated with this Bill (as was done in the Herne Bay Fishery Act, 1864) Sections 13 to 19 (relating to “Protection to Navigation,”) in Part I. of “The Railways Clauses Act, 1863,” with the explanation that the words “Work” and “Railway” in those Sections shall apply to and include all Works below high water mark, to be executed under the authority of the Herne Bay Fishery Act, 1864, or of this Bill. Observations.

Section 11. The words “or from anchoring any vessel in any channel within the limits of the Oyster Grounds, *which on the charts of the Estuary of the River Thames from time to time published by or under the authority of, or adopted by, the Admiralty or the Board of Trade, is shown to be a navigable channel,*” might, it appears to my Lords, prove to be unduly restrictive of the existing liberty of anchoring within the limits referred to, or, at least, uncertain in their operation.

In consequence of objections pointed out by the Board of Trade, the promoters have informed the Board that they propose to alter the 11th section of the Bill, by inserting “navigable” before “channel within the limits of the oyster-grounds,” and by substituting for the portion of the clause above cited, *in italics*, the words “or elsewhere within those limits, where vessels navigating over any part of the oyster grounds have ordinarily been anchored.”

This alteration would, my Lords think, be a satisfactory amendment; and an enactment in the form of section 11 of this Bill, as so amended, might be properly adopted in other Bills for authorising the formation of oyster-grounds in public navigable waters.

It may be observed that an important decision in favour of the right of the public to anchor, as a necessary part of the right of navigation, in all tidal waters, has been recently given (in the House of Lords), in the case of *Gann v. The Company of Free Fishers and Dredgers of Whitstable*.

Section 13. It might be proper to insert after the words “at each of the points (F), and (G), and (H),” the words, “and at such other points as the Board of Trade may fix,” which are contained in the corresponding clause (section 40) of the Herne Bay Fishery Act, 1864.

Section 38. It may be observed that the following parts of this clause are new, no similar provision being contained in the Herne Bay Railway Act, 1864, viz. :

In paragraph (d) “and under the authority of the Admiralty or Board of Trade, or other constituted authority.”

The whole of paragraph (p) authorising imprisonment of persons committing any of the offences specified in the clause.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

An enlargement of the North Western limits of the oyster grounds, as fixed in 1864, to the extent of about one mile northwards into the sea, and about 1½ mile westwards along the coast, so as to embrace a large space proposed, but not authorised, to be included within the limits, in the Session of 1864.

Such interference renders proper the incorporation in the Bill, of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863," as above suggested under Section 2.

It may be observed that a part of the additional space proposed by this Bill to be included within the oyster grounds of the Herne Bay, &c., Fishery Company, is also sought by the *Whitstable Fishery Extension* Bill of this Bill to be added to the oyster grounds of the Company of Free Fishers and Dredgers of Whitstable.

Board of Trade,
May 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Herne Bay Fishery Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—CCCL.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Roach River Fishery Bill.

By this Bill it is proposed to incorporate “ The Roach River Oyster Fishery Objects. Company,” with a capital of 50,000 *l.* in 10 *l.* shares, and 12,500 *l.* by loan, and to empower them to make and maintain tanks or beds for the storage of oysters, with a water supply from the River Roach, in the county of Essex, and with landing-places and other conveniences.

The Company propose to take as their oyster grounds the whole of the River Roach between low water marks on its right and left shores, from its junction with the River Crouch at the north, to a line between points in the parishes of Paglesham and Great Wakering, except such parts as are within the limits of certain other oyster layings; and within their oyster grounds the Company are to have a several fishery, and an exclusive right to deposit and take oysters; and special penal provisions are contained in the Bill for the protection of such fishery.

Section 2. Having regard to the works proposed in Section 24, and to the intended operations of the Company generally, it seems proper that there should be incorporated with the Bill Section 12 of “ The Harbours, Docks, and Piers Clauses Act, 1847,” and Sections 13—19, of “ The Railways Clauses Act, 1863,” relating to “ protection to navigation,” with the explanation that the words “ work,” and “ railway” in those sections shall apply to and include all works below high water mark to be executed under the authority of this Bill. *See* “ Herne Bay Fishery Act, 1864” (c. 28, s. 2). Observations.

Sections 29 and 30. The terms of these clauses appear to be such as to enable the Company to place boundary-stones or beacons within tidal waters. It might be proper to restrict the placing of such marks to the shore, and to authorise the placing of buoys only below high water mark, as was done in the “ Herne Bay Fishery Act, 1864,” s. 40.

Section 37, (H.) and (I.). In order to prevent undue restriction of the public right of anchorage in the waters affected by this Bill, it might be proper to insert a clause protective of such right. *See* observations on this subject in the Report of the Board of Trade on the *Herne Bay Fishery Bill* of this Session.

It is to be observed, that this Bill does not contain any provision for limiting the duration of the Company's rights and powers in the event of default on their part in using them beneficially for the public.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :

The construction of oyster beds or tanks in the Oaze, in the Paglesham Reach of the River Roach, and the diversion of the waters of that River into the pits.

Such interference seems to render proper the incorporation with this Bill of the provisions for the protection of navigation above referred to, under Section 2.

Board of Trade,
May 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Roach River Fishery Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

3—CCCL.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Whitstable Fishery Extension Bill.

By this Bill, it is proposed to authorise “ The Company of Free Fishers and Dredgers of Whitstable,” incorporated by an Act of 1793, to borrow, in addition to the sums they are already authorised to borrow, 50,000 *l.*, subject to provisions in their existing Act; and to extend the limits of their Oyster Grounds; and special penal provisions are contained in the Bill for the protection of their Fisheries. Objects.

Section 2. Having regard to the works proposed in section 44, and to the intended operations of the Company generally, it seems proper that there should be incorporated with the Bill, section 12 of “ The Harbour, Docks, and Piers Clauses Act, 1847,” and sections 13 to 19 of “ The Railways Clauses Act, 1863,” relating to “ Protection to Navigation,” with the explanation that the words, “ Work” and “ Railway” in those sections, shall apply to and include all works below high-water mark, to be executed under the authority of this Bill.—(See Herne Bay Fishery Act, 1864, cap. 280, s. 2.) Observations.

Section 35 (H) and (I). In order to prevent undue restriction of the public right of anchorage in the waters affected by this Bill, it might be proper to insert a clause protective of such right.—See Observations on this subject in the Report of the Board of Trade on the *Herne Bay Fishery Bill* of this Session.

It is to be observed, that in the case of *Gann v. The Free Fishers, &c. of Whitstable*, lately before the House of Lords, it was determined that this Company are not entitled to restrict anchoring within the limits of their Oyster Grounds in the degree claimed by them in that case.

It may further be observed that this Bill does not contain any provision for limiting the duration of the Company’s rights and powers under the Bill, in the event of default on their part in using them beneficially for the public.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

A considerable addition to the limits of the Oyster Grounds now claimed as belonging to this Company, at the east, and also, in part, seaward of the Herne Bay Fishery Company’s Oyster Grounds, defined by an Act of 1864 :

Power to make landing slips, &c. on the sea shore.

Such interference renders proper the incorporation in the Bill of the provisions for the Protection to Navigation above referred to under section 2.

It may be observed, that a part of the additional space proposed by this Bill to be included within the Oyster Grounds of the Whitstable Company is also sought by the *Herne Bay Fishery* Bill of this Session, to be added to the Oyster Grounds of the Herne Bay, &c. Fishery Company.

Board of Trade,
May 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Whitstable Fishery Extension Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Ham Oyster Fishery Bill.

By this Bill it is proposed to incorporate “The Ham Oyster Fishery Company,” with a capital of 10,000*l.* in 10*l.* shares, and 3,300*l.* by loan, and to empower them to make and maintain oyster grounds in an area of two and a half square miles in the estuary of the River Thames, off the north-eastern coast of the Isle of Sheppey, in the county of Kent : and within their oyster grounds the Company are to have a several fishery, and an exclusive right to deposit and take oysters ; and special penal provisions are contained in the Bill for the protection of such fishery. Objects.

Section 2. Having regard to the intended operations of the Company, it seems proper that there should be incorporated with the Bill, Section 12 of “The Harbours, Docks, and Piers Clauses Act, 1847,” and Sections 13—19, of “The Railways Clauses Act, 1863,” relating to “protection to navigation,” with the explanation that the words “work” and “railway” in those sections shall apply to and include all works below high-water mark to be executed under the authority of this Bill. *See* “Herne Bay Fishery Act, 1864” (c. 28, s. 2). Observations.

Section 32 (H.) and (I.). In order to prevent undue restriction of the public right of anchorage in the waters affected by this Bill, it might be proper to insert a clause protective of such right. *See* observations on this subject in the Report of the Board of Trade on the *Herne Bay Fishery Bill* of this Session.

It is to be observed, that this Bill does not contain any provision for limiting the duration of the Company’s rights and powers in the event of default on their part in using them beneficially for the public.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. : Tidal Waters.

The formation of oyster grounds to be defined by buoys, in a part of the estuary of the River Thames, off the north-eastern part of the Isle of Sheppey.

Such interference seems to render proper the incorporation with this Bill of the provisions for the protection of navigation above referred to, under Section 2.

Board of Trade,
May 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Ham Oyster Fishery Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Aberystwith and Welsh Coast Railway (No. 1) Bill.*
 2. *Cambrian Railways (Coast Extension) Bill.*
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1. *Aberystwith and Welsh Coast Railway (No. 1) Bill.*

SUPPLEMENTAL REPORT.

Interference with Tidal Waters.

SINCE the publication of the Report of the Board of Trade upon this Bill, in February last (No. CVII.), statements were laid before this Board to the effect that certain works of the Company proposed to be authorised by the Bill, consisting of two Railways, one on the north side of the Dovey Estuary, with a Pier at the end of it, and another on the south side to low water mark, had been constructed without the sanction of Parliament, and that these works had been carried beyond the limits of deviation shown on the deposited plans, and the Board of Trade were urged to order a local survey and examination. My Lords thereupon directed Mr. W. A. Brooks, C.E., to proceed to Aberdovey and examine into and report upon the executed works so complained of, and as to the works proposed in this Bill for carrying a line of Railway in front of the town of Aberdovey.

A copy of Mr. Brooks's two Reports is subjoined to this Report, and the Board of Trade would call the attention of the Committee to the opinion expressed in the former of them, that the Railway authorised in 1861 to pass at the north of the town of Aberdovey would be sufficient for the requirements of the town, and that adequate connexion between that Railway and the wharves on the shore could be made by a short line, without interfering with the use of the shore by the vessels trading there—which use would be entirely destroyed if a continuous line be allowed in front of the town.

My Lords would further call attention to the fact that the Company have already executed certain works for which, without that fact being stated, they are seeking authority in this Bill.

The Plan and Chart attached to Mr. Brooks's Reports will be forwarded to the Committee of the House of Commons.

Board of Trade,
May 1865.

James Booth.

ABERYSTWITH and WELSH COAST RAILWAY.

To the Secretary of the Board of Trade.

Sir,

PURSUANT to your directions in your letter to me of the 26th ultimo, I proceeded to Aberdovey on the 27th, and on the 28th I examined the works to which you had directed my attention, and beg to report,—

1. The short Railway marked B, and the jetty B at its terminus, have been made below high water mark of spring tides; but the outer division of the same, which is constructed upon a timber platform or jetty, is the only part which has been occasionally used by vessels loading or discharging cargoes. In addition to the above, two other temporary Railways have been constructed on the foreshore, between high and low water, which are also coloured yellow on the plan, and marked by the letters B B.

These latter works are of a very temporary nature, and in fact, are merely laid on the natural slope of the foreshore.

2. The proposed Railway in front of the town of Aberdovey, as coloured red in the accompanying plan, interferes with, and, in fact, monopolises the whole foreshore which from time immemorial has been used by vessels discharging or loading cargoes in the Port of Aberdovey. The most objectionable part of this Railway, as regards the present trade of the Port, is comprised between the letters C C on the chart, the area of which between the quay and the low water line is only two acres and a quarter.

It appears that nearly the whole of the trade of the Port is carried on in this very limited space, the western boundary of which consists of an iron mooring-post, called "Western Mooring Post" on the plan, and that westward of the latter the only port charge, of one farthing per ton, called "ringage," is not levied.

3. The nature of the ground and levels of the Railway now constructing at the back of the town of Aberdovey allows of access to wharves for Railway purposes; the said Railway being about 30 feet above the level of high water of spring tides, and gearing between it and the wharves, could easily be constructed without taking down much valuable property; but for this purpose the sanction of the present Parliament cannot be obtained, as plans would have to be deposited, and notices given for that purpose for a future Session.

A reference to the chart will also show that such communications can only be made with the western division of the railways or with the open cutting (the eastern division consisting of a tunnel), and this western division would interfere with the most useful part of the quay and foreshore, as regards the trade of the town of Aberdovey. On this account it appears to me that if any railway, quay, or wharf be allowed it should be situated westward of "The Western Mooring Post," or on the part now partially occupied by the jetty and railways marked B, and coloured yellow on the chart.

If this arrangement be adopted, the communications referred to in my instructions can be made either with the railway now constructing at the back of the town of Aberdovey, coloured blue on the plan, or with the proposed line of railway coloured red, westward of the mooring post, for which application is now being made to Parliament by the Aberystwith and Welsh Coast Railway; and in either case without requiring any other powers than can be given by Parliament and the Board of Trade; inasmuch as no deviations are necessary to be made in the plans and sections which will require any other sanction. I am also of opinion that such western jetties or wharves may be made without at all prejudicing the navigation, and also without injury to the foreshore now used for the trade of Aberdovey, on a clause being inserted in the Act that the works shall receive the sanction of the Board of Trade.

The contractor for the railway works expressed his regret that he had not applied to the Board of Trade before he commenced the railway and ferry jetty, and stated that they were only temporary works created to meet the emergency of a sudden call for the use of the ferry by many hundred workmen and others, for whom the previous ferry accommodation was utterly unfit and dangerous.

2, Barton-street, Westminster,
3 May 1865.

I am, &c.
(signed) W. A. Brooks.

To the Secretary of the Board of Trade.

Sir,

IN the accompanying Report I have confined my observations to the instructions contained in your letter to me of the 26th ult., but the sketch plan in said letter describes by a red line and the letter A, a work which has recently been constructed on the sand or foreshore of the south side of the estuary of the Dovey.

This work consists of a temporary line of railway constructed on the natural level of the sands, with the exception of its northern division, which consists of a timber jetty and platform.

The greater portion of this railway and the whole of the platform and jetty are submerged on every spring tide, and therefore afford a very inefficient ferry accommodation, although an improvement upon the ancient ferry.

A reference to the accompanying Admiralty chart of Aberdovey Harbour shows that this timber jetty and platform, as well as a small portion of the railway, extend into the estuary beyond the limits allowed by the Dovey Reclamation Act of 1862.

The jetty does not extend far enough into the estuary to reach sufficient depth to allow the steam ferry boats to go alongside of the ferry lane at low water of spring tides; but to enable that object to be effected it is not necessary to lengthen the jetty, but simply to raise the latter and railway in connection with it to the level of high water of spring tides, or a foot or two above it, say to the level of equinoctial spring tides, and the result will be the attainment of a sufficient depth of water at the end of the jetty, and a general improvement of the navigation.

2, Barton-street, Westminster,
May 1865.

I am, &c.
(signed) W. A. Brooks.

2. *Cambrian Railways (Coast Extension) Bill.*

SUPPLEMENTAL REPORT.

Interference with Tidal Waters.

MY Lords desire to call the attention of the Committee to the opinion of Mr. Brooks, c. e., expressed in the former of his two Reports to the Board of Trade above set forth, that the portion of the Aberystwith and Welsh Coast Railway authorised in 1861 to pass at the north of the town of Aberdovey would be sufficient for the requirements of the town, and that adequate connection between that Railway and the wharves on the shore could be made by a short line without interfering with the use of the shore by the vessels trading there—which use would be entirely destroyed if a continuous line be allowed in front of the town. Tidal Waters.

The observations to this effect in Mr. Brooks's Report relative to the works proposed by the *Aberystwith and Welsh Coast Railway Bill* to be carried in front of the town of Aberdovey appear to be equally appropriate to the similar works, viz., the "Mindovey Railway," proposed in this Bill.

Board of Trade,
May 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Aberystwith and Welsh Coast Railway (No. 1) Bill.*]
[2. *Cambrian Railways (Coast Extension) Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
7 February 1865.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 7 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bagenalstown and Wexford Railway Bill.

THE object of this Bill is to give effect to proceedings in the Court of Bankruptcy and Insolvency in Ireland, in which the Bagenalstown and Wexford Railway Company have been adjudicated bankrupt, by empowering the Assignees of the estate and effects of the Company, when ordered by the Court, to sell the Company's undertaking by public auction or private contract, to convey it to any body corporate, or company or person, who may become the purchaser, free from all charges and debts, and so that the purchaser may enjoy all rights, powers, authorities, advantages, and privileges of the Company under the Acts relating to the Railway, and generally may stand in the place of the Bagenalstown and Wexford Railway Company, except in regard to debt. Objects.

It appears by the recitals in the Bill that the portion, 21 miles in length, from the Irish South Eastern Railway at Bagenalstown, to Ballywilliam, in the county of Wexford, is the only part of the Company's undertaking which has been constructed: that that portion was for a time worked by the Great Southern and Western Railway Company, but has been unused since 31 October 1863: and that all the Company's powers under their Acts for acquiring land or executing works for the remainder of their lines to Wexford and Enniscorthy, will have expired on or before 15 May 1865.

No observation of the Board of Trade appears to be necessary.

Board of Trade,
May 1865.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Baginbaldston and Wexford Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 February 1865.*
